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American Railroad Journal.

New York, Saturday, February 2, 1878.

Pennsylvania Railroad.

A statement of the business of the Pennsylvania Railroad for the year 1877 shows:

Gross earnings, east of Pittsburgh.. \$31,117,145
Working expenses, east of Pittsburgh. 19,028,467

Net earnings, east of Pittsburgh.. \$12,088,678
Deduct for deficit, west of Pittsburgh 461,290

Net earnings, all lines..... \$11,627,388

For 1876 the net earnings east of Pittsburgh were \$14,809,881, and the loss on lines west of Pittsburgh was \$35,853, leaving the net earnings from all lines at \$14,773,978. This shows a net decrease from the earnings of 1876 of \$3,146,590. In 1876, however, there were paid for dividends (eight per cent) and taxes \$6,006,449. Last year one dividend of two per cent, and one of one and a half were paid, aggregating three and one-half per cent, or \$2,927,388, showing a decrease in the

payments on this account of \$3,378,066, or enough to balance the decrease in the net earnings with \$231,466 to spare. The other items in the disbursement account, such as interest and rentals, will not be materially changed, and it is by no means likely that the decrease in the income from investments will be large enough to prevent the showing of a handsome surplus on the year's operations.

Harrisburg and Potomac Railroad.

Messrs. Dacy & Co., contractors, of Boston, have recently entered into a contract with the Harrisburg and Potomac Railroad Company to complete the York Springs branch of that road, extending a distance of eleven miles, and have nearly completed arrangements for constructing the only remaining link, of ten and a half miles, to complete a new route from Baltimore to Harrisburg. The contractors are under obligations to have the road ready for operation July 1, 1878. A corps of engineers are now engaged in locating the York Springs branch, and this week Mr. John B. Dacey, who will personally superintend the work, will start a force of men in grading.

Boston, Hoosac Tunnel and Western R. R.

The Boston Journal says that the work upon this new enterprise is now making rapid progress. The first four piers of the bridge over the Hudson are completed and the stone cut and delivered for two more. The high water of last week caused some delay, besides carrying off about 250 feet of the "false work," but no serious damage was done. The company has purchased the complete right of way east of the river up to where they join the old road bed, except one farm. The railroad Commissioners will settle that case. The average price has been about \$150 per acre and the amount of land taken about twelve acres to the mile, and the distance is sixteen miles. They have also completed the surveys and located the line, all prepared for construction, from Eagle Bridge to Hoosick Falls, a distance of four miles. The land damages here have nearly all been settled at about \$100 per acre, except in the village of Hoosick Falls. Arrangements have been made at Eagle Bridge for a change of route so as to run one and a half miles in Washington county, then

returning into Rensselaer county, though still keeping on the north side of the Hoosick river.

Arrangements have also been made for the use of the Rutland and Washington bridge in common with the Delaware and Hudson until it shall need to be double tracked, when the Boston, Hoosac Tunnel and Western Company shall lay the new track at their expense. Already one-half of the entire distance between Eagle Bridge and Mechanicsville is ready for the rails.

One and a half miles of track are laid and trains running over it daily from Mechanicsville to the new bridge. This track is being laid with steel rails weighing 67 pounds to the yard, the usual weight being from 56 to 60 pounds.

It is probable that all litigation will soon be adjusted.

Railroads of Rhode Island.

The Railroad Commissioner of Rhode Island reports that the whole number of passengers travelling last year was 19,888,309, against 20,520,486 in 1876; the total tons of freight was 3,095,921, against 2,754,603. It will therefore be seen that the number of passengers has decreased 632,177, while the tonnage of merchandise has increased 341,318 tons. As compared with the previous year, the actual stock paid in was increased \$37,749 54; the indebtedness was increased \$26,616 91; the total receipts were decreased \$314,574 72; the length of track in this State was increased nearly 16 miles.

Columbus and Northwestern Railroad.

The Ohio State Journal says that the proposed line of the Columbus and Northwestern (Narrow Gauge) Railroad is through Pickerington, Garrettsville and Lancaster, entering the coal fields of Maxwell, extending down Little Monday creek to its junction with Big Monday creek, and thence radiating in different directions, wherever the demand of coal or iron may lead them. A line from McConnellsville will meet this road at some point convenient to both lines, making a continuous road from Columbus to McConnellsville, running to the northwest, the line from Columbus will probably pass through Mechanicsburg, Urbana, Port Jefferson, Sidney, Berlin and Celina, ending at Fort Wayne, Indiana. A glance at the

map will show that this line passes through an unoccupied territory and forms a short direct route to the points named.

Fitchburg Railroad.

The receipts of this road for the years ending September 30, 1876 and 1877, have been as follows:

	1876.	1877.
From passengers....	\$622,529 98	\$634,891 40
" freight.....	1,046,780 18	1,106,161 17
" express.....	29,463 87	30,077 85
" mails.....	21,832 31	21,588 44
" rent of roads..	101,175 45	104,154 06
" rent of property	23,187 28	24,091 31
" premium.....	12,486 26	....
	\$1,859,455 83	\$1,920,413 73

Expenditures:

Repairs of road.....	\$182,846 51	\$145,480 02
" bridges.....	23,162 46	21,562 11
" locomotives.	96,394 29	73,916 57
" cars.....	140,084 31	118,467 88
" structures..	47,678 04	51,143 72
Iron and steel rails...	85,245 49	85,260 35
Fuel.....	176,784 72	220,201 68
Oil and waste.....	15,409 40	20,423 96
Salaries, etc., passen-		
ger department.....	121,791 76	150,027 75
Salaries, freight de-		
partment.....	197,335 74	218,081 08
Wages, switchmen, etc.	85,431 39	42,734 84
Removing ice and snow	3,075 22	10,416 79
Gratuities and damages	13,637 71	17,402 67
Taxes, insurance, etc..	100,991 72	92,844 31
Telegraph expenses...	4,021 03	6,266 97
General salaries, office,		
and other expenses...	89,178 17	44,978 81
Rents.....	207,805 00	214,558 89
Interest.....	37,571 97	55,452 02
Water.....	8,672 40	7,370 83
Use of freight cars....	36,152 97	37,096 13
	\$1,575,215 40	\$1,633,659 88

Net earnings.... \$284,239 93 \$286,753 85

The company have 67 locomotives, 68 tenders, 75 passenger, 21 mail and baggage, 1194 eight wheel and 226 four wheel merchandise, and 90 gravel and coal cars, and 9 snow plows. The above includes the equipment leased of the Vermont and Massachusetts Railroad Company. Number of miles run by passenger trains, 630,315; by freight trains, 720,491; by other trains, 20,879—total, 1,371,525—an increase of 196,752. Length of main road operated, 143 miles. Length of double track road, belonging to the company, 50.68 miles; length of Watertown Branch Railroad, belonging to the company, 6.60 miles; length of Lancaster and Sterling Branch Railroad, belonging to the company, 12.42 miles; length of Peterboro' and Shirley Railroad, belonging to the company, 23.62 miles; length of side and other tracks, belonging to the company, 43.37 miles—total length of tracks belonging to the company, 187.37 miles. Length of Vermont and Massachusetts Railroad, leased for 999 years, 80.11 miles; length of side tracks on Vermont and Massachusetts Railroad, 19.18 miles. Total length of tracks operated, 272.60 miles. Total number of passengers carried, 3,149,290; do. carried one mile, 30,690,340. Number of tons carried, 956,771; do. carried one mile, 53,224,933. There has been a decrease in the number of passengers carried of 144,437; an increase in the number carried one mile of 1,153,587, and an increase in the income therefrom of \$11,861 42. The total number of tons carried has increased 67,912, the number car-

ried one mile has increased 11,532,900, and the gross income therefrom has increased \$60,380 99. Total transportation earnings have increased \$75,540 63. The report says:

During the year the company's property has been very much improved, and better adapted to perform satisfactorily not only its local, but the large through business via the Hoosac Tunnel.

Among the principal repairs and improvements the following may be mentioned: In repairs of road we have laid, exclusive of new work, 1,594 tons of steel, and 931 tons of iron rails, and 81,248 new ties.

Seven and one-quarter miles of the additional track between Fitchburg and South Ashburnham have been laid with steel, and the remaining portion of the work required to complete the entire distance is rapidly approaching completion, and without doubt will be entirely finished this season, adding greatly to the safety, convenience and economical working of the road.

New side tracks have been made and old ones extended as follows:

Upon the lower or Fitchburg Division, to the extent of one and three-quarters miles in all, at Charlestown, Somerville, Cambridge, Union Market, Waltham, West Acton and Fitchburg.

Upon the upper or Vermont and Massachusetts Division, two and eighty-six hundredths miles in all have been laid; viz., at West Fitchburg, Ashburnham, Templeton, Pequig, Athol, Wendell, Paris and Miller's Falls.

We have also made changes in the grades upon our main line of road and Watertown Branch, which have reduced and greatly improved them.

Our numerous bridges have been carefully repaired, and many of them strengthened and improved by important additions; and, besides their thorough inspection by our own employes, they have been examined by a competent expert who reports them all in first rate condition and abundantly able to sustain the extra traffic to which the business of the road subjects them.

New depots have been built at West Fitchburg and Westminster, and the one at Ashburnham has been almost rebuilt.

We have partially completed a commodious and convenient structure at Fitchburg, which we intend to use in conjunction with the Boston, Clinton, Fitchburg and New Bedford Railroad Company, as a Union Depot, they paying us a fair rental for the portion occupied by them. This improvement has long been desired by the inhabitants of Fitchburg, as the old building used for depot purposes was inadequate for the requirements of the business of that city. This depot would have been built much before this time, had not the provisions of an Act passed by the Legislature in 1869, providing for the erection of a Union Depot at that place, prevented our proceeding until the two railroads concerned therein agreed upon suitable plans for the same. By the present agreement made in June last, with the Boston, Clinton, Fitchburg and New Bedford Railroad Company, we are to construct and maintain the station building, own, and have sole control of it. The agreement also provides that the Boston, Clinton, Fitchburg and New Bedford Railroad Company shall abandon and remove its railroad track north of the old depot, which has been a source of danger and annoyance to passengers for many years.

We have added, since our last report, to our real estate by the purchase of 189,791 square feet of land in Somerville, which has a frontage upon our road of 980 feet, and, being located within about one-half mile of our present freight yards, will prove a valuable addition to our terminal facilities.

Land has also been purchased in Watertown for a gravel pit, and at Stony Brook for bulk freight.

We have long felt the necessity of more track room at Boston for our passenger business, and this season have secured the same by enlarging the wharf on the side of our stone passenger depot, and now have better facilities than ever for

the prompt and satisfactory working of that business.

With the continued growth of our freight traffic, more accommodations were required and have been furnished, as follows: at Cambridge, a freight yard has been graded and tracks laid thereon, which will be a great convenience to our customers and increase our business there; at Fitchburg we have enlarged and laid new tracks in the upper freight yard. This yard contains two miles of side track room and was absolutely required to meet the demands of our through Western business for which it will be almost exclusively used, thus enabling us to use the lower yard entirely for our large local business.

We have completed the grading of our freight yard at Ashburnham, and the grading preparatory to laying new side tracks at Gardner.

In order to make a proper connection with the new location of the tracks of the Troy and Greenfield Railroad, belonging to the State, at Greenfield, we have graded nearly a mile of new road.

The two old wooden truss bridges in Fitchburg have been taken down and are being replaced, one by a double arch stone bridge, built in the most substantial manner, the other by a first-class iron bridge; the remaining wooden bridges, six in number, between Fitchburg and Ashburnham, have been replaced either with iron bridges or stone arches designed for two tracks.

Improvements in the water works used for supplying our engines at Royalston and Ashburnham furnish us with a sufficient and permanent supply of water.

Our equipment during the past season has been increased by ten first class locomotives, and two hundred and forty seven freight cars.

The gross earnings from passengers, freight, United States mails, express business, and rent of property, compared with the similar earnings of 1876, show an increase of \$70,432 97, while the total gross earnings are \$60,958 40 in excess of last year.

The operating expenses, exclusive of rents and interest, are \$33,837 54 more than last year.

Rents and interest paid have increased \$24,606 94, and the net earnings are \$2,513 92 larger than last year; but our last year's earnings included the sum of \$12,486 26 received for premiums on stock, &c., so that our actual net earnings are \$15,000 18 in advance of last year.

We have also run 196,752 miles more than the previous year, owing to having been obliged to run three express trains daily each way, the entire length of our road, and many additional freight trains, in order to accommodate and secure the business to and from the West.

Owing to the continued depression of business, the number of passengers carried has decreased; but the total number of passengers carried, one mile has increased considerably, while our income from this source exhibits a gain of \$11,828 34.

A gain has also been made in our freight traffic, both in number of tons hauled and in income.

In our coal business the quantity water borne has been the largest we have ever received; and the work attendant thereon has been performed in a satisfactory manner, with the payment of almost nothing for demurrage.

The Hoosac Tunnel Line is in active operation, and at the present time comprises railroad companies whose tracks extend over almost the entire South and Southwest; and each of these roads has a direct interest in promoting the welfare of the line, as each is obliged to furnish its quota of cars.

This line in 1875 was composed of but 11 roads and 561 cars; at the present time it consists of 19 railroad companies and has 2,184 cars, and the number is constantly increasing.

In the past we have made large expenditures and pursued a liberal policy to secure and provide for the traffic which we believe will inevitably come to this road via the Hoosac Tunnel. These additions and improvements have considerably enlarged our debt; but our expenditures have been made with great caution and recently

in such directions as would yield an immediate return, as is already shown in an increased income from new and additional business.

We must continue to furnish suitable equipment and facilities as traffic may require; but with respect to improvements purely prospective in their character, it is only prudent to recognize the fact that the State has not defined its policy in regard to the future operation of the Tunnel, and the Troy and Greenfield Railroad now owned by it.

Permit us to add that your property is very valuable and in first class condition for performing the large and profitable business which will naturally seek the road.

By reference to the annexed statement it will be seen that the expenditures on account of construction exceed the amount of capital stock by \$314,756 89; this, together with the sum of \$492,075 80, represent the amount respectively expended in additions and improvements on the Fitchburg and Vermont and Massachusetts Railroads, and are not available assets until stock is issued to cover the amount expended in excess of the present capital, but stand as an investment until capitalized.

TRIAL BALANCE, September 30, 1877.

Construction accounts.....	\$4,814,756 89
Cash and cash funds.....	195,898 71
Real estate.....	270,248 54
Stock materials.....	214,861 21
Fuel.....	63,130 93
Improvements Vermont and Massachusetts Railroad.....	492,075 80
Sinking fund.....	123,941 98
	<hr/>
	\$6,174,414 06
Capital stock.....	\$4,000,000 00
Bonds.....	500,000 00
Notes payable.....	563,000 00
Due connecting roads.....	177,287 89
Vermont and Massachusetts Railroad Co.....	79,491 23
Unclaimed dividends.....	6,116 00
Coupon No. 7.....	17,500 00
Suspense account.....	8,850 00
Profit and loss.....	522,168 94
	<hr/>
	\$6,174,414 06

President.—WM. B. STEARNS.

Directors.—Wm. B. Stearns, Charlestown; Rodney Wallace, Fitchburg; C. U. Cotting, Boston; Seth Bemis, Newton; Robert Codman, Boston.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

Debt of Virginia.

The finance committee of the Virginia House of Delegates reports the debt of that State, (West Virginia's portion off) to be, principal and accrued interest, should this interest be capitalized, \$41,220,752 76, the total annual interest upon which aggregates \$2,458,716 41. The total net revenue for the year 1877, on a basis of 50 cents on the \$100, was \$2,449,214 62; the current expenses of government and amount due free school fund \$1,571,669 18, leaving net revenue applicable to the payment of interest \$887,545 46, showing on the present basis of taxation there would be a deficiency of \$1,571,170 95 in the payment of interest on the State debt and capitalized interest. The report is indorsed by both the State auditors.

The Taunton Locomotive Manufacturing Company has contracted to build ten heavy freight engines for the Union Pacific railroad, to be delivered July 1, 1878. They are to be ten-wheeled, with 18 by 34 inch cylinders, and driving wheels

five feet in diameter. In consequence of this large order, the works of this company, which have done little or nothing the past two years, will at once start up in nearly their full capacity, giving employment to some 300 men.

Philadelphia and Reading Coal and Iron Company.

The following is an extract from the Report of the President of the Philadelphia and Reading Railroad Company, for the year ending November 30, 1877:

The total tonnage of the estates of the Coal and Iron Company for the year was 5,183,637.03 tons, of which there were mined by the company 3,791,528.16 tons, and by tenants, 1,389,108.07 tons.

The following general income account shows the result of the business for the year:

Here follows statement showing	
Gross expenses.....	\$10,584,847 34
Less gross receipts.....	10,007,031 94
	<hr/>
	\$577,815 40

This loss of \$577,815 40 is further increased to \$755,478 37 by the following items, principally of depreciation of stock and materials and equipment as per inventory of November 30th, 1877.

Loss as per statement of General Income.....	\$577,815 40
Add for depreciation in value of—	
Stock of coal on hand.....	\$239,173 09
Stock at furnaces.....	4,990 46
Portsmouth property.....	10,120 27
Colliery equipments.....	\$49,363 61
Iron ore equipments.....	2,237 77
Pottsville corral.....	1,234 20
	<hr/>
	52,835 58
	<hr/>
	\$307,119 40

Deduct for increased values as per inventory, Nov. 30, 1877—	
Of dead works at collieries.....	\$52,496 07
Of supplies at collieries.....	10,150 61
Of iron ore mine impts.....	4,670 41
Of dead work at iron ore mines.....	74,292 12
Of supplies at iron ore mines.....	2,231 45
Of Pottsville machinery depot.....	20,310 52
	<hr/>
	\$164,160 18
Of stock at furnaces.....	1,648 31
Of iron ore stock.....	8,089 93
	<hr/>
	173,898 42
	<hr/>
	133,220 98
Add for bad debts of current year.....	47,406 93
Add for expenses of leases to Crocker Bros., for storing iron.....	2,148 08
	<hr/>
	\$760,591 39

From which deduct—	
Profit of rolling mill.....	\$3,154 89
Amount received in 1877 for business of 1876.....	1,958 13
	<hr/>
	5,113 02
Total loss for the year, including depreciation.....	\$755,478 37

The interest account of the Coal and Iron Company for the year was \$1,020,378 26, including therein the amount paid in the scrip of the rail-

road company, and there will be found in the appendix a full balance sheet from the books of the coal and iron company, exhibiting in detail the various items of its assets and liabilities; and also the yearly report of the Chief Engineer, with the usual accompanying statements and exhibits.

The actual cost of mining, preparing and delivering coal into the railroad cars for the year was \$1 08.9 per ton, but as this sum includes the cost of all new work and improvements done and erected in the year, all of which have been charged to working expenses, the actual cost of mining was less than \$1 per ton, and fully as low as the stockholders were led to expect by the report read at the last annual meeting. The tonnage from the lands was larger than could reasonably have been expected, and the only disappointment in the business of the year has been in the prices realized for the product. Up to the 1st of June, notwithstanding the large output of all the companies, the prices of coal, though extremely low, were maintained at such a figure as realized a moderate royalty upon each ton mined, but, in consequence of the large quantity of coal thrown upon the market about the first of June, by the action of some of the New York companies, one of which upon a falling market forced auction sales of the production of two months in advance, the price fell fully 50 cents per ton, and to a point from which there was but little recovery, even during the curtailment of production resulting from the strikes in the Wyoming region, and which was still further lowered upon the resumption of mining in the fall, until at the November auction sale of the Delaware, Lackawanna and Western Railroad Company in New York, the price fell to the lowest point ever reached in the history of the trade.

Notwithstanding, however, the bad result of the business of the coal and iron company, when it is considered that that company paid to the railroad company for coal freights alone over \$5,000,000 in cash, and that the general merchandise and passenger receipts of the latter company were greatly increased by the business resulting from the large product of coal, it is evident that the profits of the railroad company from the business of the coal and iron company so greatly exceed the losses of the latter, that, taking into consideration the low prices and depressed condition of business, the joint result of the operation of the two companies must be considered as favorable as could have been expected.

It is certain that all that is now required to obtain good results is a fair price for coal, and when it is known that, if the price obtained during the last year had been equal to the lowest average price of any year in the previous history of the trade, the company would have made a large profit for the stockholders, it will surely be considered unfair to measure the value of its estates by the meagre results of such exceptional times.

The gross earnings of the Chicago, Milwaukee and St. Paul Railway for the year ending December 31, 1877, were \$8,114,894 27, the expenses \$4,540,433 97, and the net earnings \$3,574,460 70; from which deduct interest \$2,140,871 50—leaving a balance of \$1,433,589 20; deduct also seven per cent dividend on preferred stock, \$859,218 81—leaving a balance of \$574,375 39.

The Pittsburgh, West Virginia and Southern Railroad was incorporated on the 25th ult. at Wheeling. It is to extend from the Pennsylvania line through the counties of Monongahela, Preston, and Taylor, to Grafton, West Virginia, on the line of the Baltimore and Ohio Railroad.

W. C. Quincy has been elected President, and E. C. Winstanley Secretary and Treasurer of the Newark, Somerset and Straitville Railroad Co.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	13,500,000	J. & J.	July '77 31	Little Miami.	5,871,450	quarterly	Dec. '77 2	Vermont and Mass.	12,800,000	A. & O.	Oct. '77 21
Atlanta and West Point.	1,232,300	J. & J.	July '77 4	Little Schuylkill.	2,446,100	J. & J.	Jan. '78 31	Ware River.	750,000	J. & J.	Jan. '78 31
Atlantic and Gulf.	3,083,200	"	"	Long Island.	2,000,000	M. & S.	May '78 10	Warren (N. J.).	1,900,000	A. & O.	Oct. '77 31
Atlantic and St. Lawrence.	784,476	M. & N.	Nov. '77 31	Louisv. Cin. and Lex.	1,623,483	J. & J.	July '77 31	Warwick Valley.	225,000	A. & O.	Apr. '78 2
Avon, Genesee & M. M.	225,000	M. & S.	June '77 5	Louisville & Nashville.	848,700	J. & J.	Jan. '78 4	Westchester & Phil. pref.	821,300	J. & J.	Jan. '78 4
Baltimore and Ohio.	12,181,922	M. & N.	Nov. '77 5	Louisv. N. Alb. & Chl.	9,003,418	F. & A.	Feb. '78 11	West Jersey.	1,559,750	F. & A.	Aug. '77 8
Berkshire.	350,000	A. & O.	Apr. '78 5	Lowell and Andover.	2,000,000	J. & D.	Dec. '78 3	Winchester & Potomac.	180,000	J. & J.	Jan. '78 8
Blossburg & Corning.	20,000,000	J. & D.	Dec. '77 11	Lowell and Lawrence.	200,000	A. & O.	Jan. '78 31	Winchester & Strasburg.	600,000	J. & J.	Jan. '78 31
Boston and Albany.	1,172,600	M. & N.	Jan. '78 3	Lykens Valley.	600,000	F. M. A. N.	Aug. '77 21	Worcester and Nashua.	1,789,900	J. & J.	July '78 2
Bos. Cin. & Pith. pref.	90,000	J. & D.	June '78 5	Macon and Western.	2,500,000	J. & J.	July '78 6				
Boston and Lowell.	2,310,000	M. & N.	Jan. '78 10	Manchester and Law.	1,000,000	M. & N.	Nov. '77 5				
Boston and Maine.	6,021,274	M. & N.	Nov. '77 5	Marietta & Cincinnati.	1,408,912	"	"				
Boston and Providence.	4,000,000	M. & N.	Nov. '77 5	Massachusetts.	4,130,719	M. & S.	Sep. '78 3				
Attleborough Branch.	131,700	J. & J.	Dec. '78 2	Memphis & Charleston.	4,460,388	M. & S.	Sep. '78 3				
Bost. Revere B. & Lynn.	950,000	J. & D.	Dec. '77 4	Michigan Central.	18,738,204	J. & J.	Jan. '78 31				
Buffalo, N. Y. and Erie.	5,847,200	J. & D.	Jan. '78 21	Mill Creek & Minehill.	328,375	J. & J.	Jan. '78 5				
Camden and Amboy.	377,400	quarterly	Oct. '77 2	M. Hill & Schuyl. Hav.	3,856,450	J. & J.	Jan. '78 31				
Camden and Atlantic.	835,311	quarterly	Oct. '77 2	Mobile & Montgome.	2,794,800	J. & J.	Feb. '78 21				
Camden and Burlington.	447,000	J. & J.	Jan. '78 3	Morris and Essex.	16,000,000	J. & J.	Jan. '78 31				
Cape May and Millville.	447,000	J. & D.	Dec. '78 3	Mont. Carbon & Pt. Carbon.	282,350	J. & J.	Jan. '78 6				
Catawissa & Potosi.	1,169,800	Nov. '77 6	Nov. '77 6	Nashua and Lowell.	1,429,000	M. & N.	Nov. '77 2				
Catawissa.	2,200,000	M. & N.	Nov. '77 2	Nashville and Decatur.	8,875,256	A. & O.	Apr. '77 11				
Central and Susq.	1,000,000	M. & N.	Nov. '77 2	Nash. Chat. & St. Louis.	5,000,000	J. & J.	Jan. '78 5				
Central and Susq.	889,310	J. & J.	July '77 4	Naugahock.	1,000,000	M. & S.	Sep. '77 5				
Cedar Rapids & M. R.	6,860,400	F. M. A. N.	Feb. '78 1	Nesquehoning Valley.	1,777,400	J. & J.	Jan. '78 31				
Central of Georgia.	7,000,000	F. & A.	June '78 4	Newark and N. York.	1,800,000	quarterly	Oct. '77 21				
Central of New Jersey.	9,000,000	quarterly	Apr. '78 21	N. Castle & Beaver Val.	600,000	quarterly	Oct. '77 21				
Central Ohio.	3,425,000	J. & J.	Jan. '78 2	N. Haven & Northamp.	7,295,200	quarterly	Jan. '78 21				
Central Pacific.	64,275,600	A. & O.	Oct. '77 4	New London Northern.	1,418,800	quarterly	Oct. '77 2				
Chenango.	2,300,000	quarterly	Jan. '77 11	N. Y. Cen. & Hudson R.	89,428,500	quarterly	Jan. '78 2				
Chesapeake, preferred.	2,155,300	J. & J.	Jan. '77 1	New York and Harlem.	1,500,000	J. & J.	Jan. '78 4				
Chicago and Alton.	10,085,400	M. & S.	Sep. '77 31	N. Y., N. H. & Hartf.	15,500,000	quarterly	Nov. '77 2				
Chicago and Burlington.	27,948,243	M. & S.	Sep. '77 4	N. Y. Provid. & Boston.	2,500,000	quarterly	Nov. '77 2				
Chicago, Iowa & Nebraska.	3,916,250	J. & J.	Jan. '78 5	N. Y. Bridge & Oasand.	1,000,000	J. & J.	July '77 1				
Chi. Mil. and St. Paul.	15,399,251	A. & O.	Dec. '78 2	North Carolina.	4,000,000	Irregular.	Jan. '78 3				
Chicago & N. Western.	14,994,600	J. & D.	Dec. '77 31	N. Eastern (S. C.) pref.	95,000	M. & N.	May '67 4				
Chicago, Rock Island & Pacific.	21,485,653	J. & D.	Dec. '77 31	North Pennsylvania.	3,978,150	F. & A.	Feb. '78 2				
Chic. Ham. & Dayton.	2,500,000	A. & O.	Apr. '78 4	Northern Central.	5,842,000	"	Apr. '78 3				
Cin. Sand. and Cleve.	2,980,500	M. & N.	Apr. '77 10	Northern N. Hampsh.	3,088,400	J. & D.	Dec. '77 21				
Cleveland and Ind.	14,991,275	F. & A.	Feb. '76 5	Northern New Jersey.	1,000,000	J. & J.	July '74 4				
Cleveland & Mahoning.	2,067,569	M. & N.	May '77 31	Norwich & Worcester.	2,004,400	J. & J.	July '78 5				
Cleveland & Pith.	11,226,180	quarterly	Dec. '77 11	Ogdensh. & L. Champ.	3,977,900	J. & J.	July '77 2				
Columbus and Xenia.	1,796,800	M. & S. D.	Dec. '77 2	Ohio and Mississippi.	20,000,000	quarterly	Mar. '76 31				
Colum. & Hooking Val.	2,500,000	F. & A.	Feb. '78 4	Old Colony.	4,030,000	J. & D.	Mar. '76 31				
Concord.	1,500,000	M. & N.	Nov. '77 5	Oswego and Syracuse.	482,400	F. & A.	Aug. '77 4				
Concord and Ports.	850,000	J. & J.	Jan. '78 31	Panama.	7,000,000	quarterly	Feb. '78 3				
Cona. & Passump. Riv.	2,175,700	F. & A.	Feb. '78 2	Paterson and Hudson.	632,000	J. & J.	Jan. '78 41				
Connecticut River.	2,100,000	J. & J.	Jan. '78 4	Paterson and Newark.	350,000	J. & J.	Jan. '78 41				
Cumberland Valley.	1,292,950	J. A. J. O.	Oct. '77 21	Paterson and Ramapo.	248,000	J. & J.	Jan. '78 4				
Danbury and Cornwall.	600,000	A. & O.	Oct. '77 4	Pemb. & Hightstown.	842,150	J. & J.	Jan. '78 5				
Danbury and Cornwall.	600,000	A. & O.	Oct. '77 4	Pennsylvania.	68,870,200	quarterly	May '77 11				
Del. Lackaw. & Westn.	23,500,000	quarterly	July '78 21	Peoria & Bureau Val.	1,200,000	F. & A.	Aug. '77 4				
Detroit & Milwaukee.	822,140	"	"	Philadelphia and Erie.	6,004,300	J. & J.	July '74 4				
Dubuque & Sioux City.	5,000,000	J. & D.	Dec. '69 7	Phil. Ger. & Norristown.	1,628,250	M. J. S. D.	Dec. '77 3				
East Pennsylvania.	1,800,200	J. & J.	Jan. '78 3	Phil. & Trenton.	1,551,900	quarterly	July '78 31				
East Mahanoy.	392,950	J. & J.	Jan. '77 20	Phila. Wil. & Balt.	11,561,250	J. & J.	Jan. '78 4				
East Tenn. Va. & Ga.	1,988,374	A. & O.	Apr. '76 3	Pittsb. Ft. W. & Chl.	19,714,285	quarterly	Jan. '78 11				
Eastern (Mass.).	4,997,600	J. & J.	July '78 3	Special Imp.	5,504,298	quarterly	Jan. '78 11				
Eastern (N. H.).	492,500	F. & A.	July '78 3	Pittsfield & N. Adams.	450,000	J. & J.	Jan. '78 2				
Elmira, Jef. & Canand.	800,000	F. & A.	Aug. '74 21	Portland and Keenebec.	616,700	J. & J.	Jan. '78 3				
Elmira & Williamsport.	500,900	M. & N.	Nov. '77 21	Yarmouth certificates.	202,400	A. & O.	Apr. '75 3				
Erie Railway.	78,000,000	"	"	Portl. Sauc. & Portm.	1,500,000	J. & J.	Jan. '78 3				
Erie and Pittsburgh.	5,586,910	quarterly	Oct. '78 31	Providence & Worcester.	2,000,000	J. & J.	Jan. '78 2				
Fitchburg.	4,000,000	J. and J.	Jan. '78 8	Raleigh and Gaston.	1,500,000	J. & J.	July '71 6				
Georgia.	4,200,000	J. and J.	Jan. '77 3	Rensselaer & Saratoga.	6,000,000	J. & J.	July '77 4				
Granite Railway.	250,000	J. and J.	July '78 4	Richmond & Petersburg.	1,008,600	J. & J.	Jan. '78 2				
Great Western (Ca.).	9,287,404	A. and O.	Apr. '74 14	Roch. & Genesee Val.	555,200	"	July '75 5				
Hannibal & St. Joseph.	9,185,700	F. and A.	Aug. '70 21	Rome, Watert. and Ogd.	2,998,900	J. & J.	July '76 3				
Hanover Branch, (Pa.).	5,083,264	M. & N.	May '75 5	Rutland preferred.	4,168,700	F. & A.	Feb. '76 31				
Harlem Extension.	4,000,000	"	"	St. Croix and Penobscot.	100,000	J. & J.	July '71 2				
Harrisburg & Lancaster.	1,182,500	J. & J.	Jan. '78 11	St. L. Alt. & T. Haute.	2,800,000	"	"				
Houstonville, pref.	1,180,000	quarterly	Jan. '78 2	St. L. Mt. & South'n.	2,448,100	F. & A.	Feb. '78 2				
Huntingdon & Bd Top.	880,000	"	"	St. L. Kan. C. & North.	12,000,000	"	"				
Illinois Central.	29,000,000	F. & A.	Mar. '78 3	Schuylkill Valley.	675,050	J. & J.	Jan. '78 21				
Indiana, Cin. & Lex.	7,885,497	M. & S.	Sep. '67 4	Seaboard and Roanoke.	1,181,400	M. & N.	Nov. '77 3				
Iowa Falls & Sioux City.	4,325,000	quarterly	Jan. '78 1	Shamokin V. & Potav.	890,450	F. & A.	Aug. '77 3				
Iowa Railroad Land Co.	7,320,000	quarterly	Feb. '78 1	Shore Line.	995,800	J. & J.	July '77 4				
Jefferson, Md. & Ind.	2,000,000	quarterly	Nov. '77 11	Sioux C. & Pacific pref.	109,000	A. & O.	Oct. '77 31				
Joliet and Chicago.	1,500,000	quarterly	Apr. '77 11	South Branch (N. J.).	438,300	J. & J.	Jan. '78 3				
Joliet & North Indiana.	800,000	J. & J.	July '78 4	South Carolina.	5,819,275	F. & A.	Feb. '72 1				
Lake Shore & Mich. So.	49,466,500	F. & A.	Feb. '78 2	South Western (Ga.).	2,892,300	J. & D.	June '77 21				
Lawrence.	450,000	quarterly	Oct. '77 2	Station Island.	680,000	J. & J.	July '67 4				
Leeds and Farmington.	800,000	J. & J.	Jan. '78 3	Stockbridge and Pitts.	448,700	J. & J.	July '74 21				
Lehigh & Susquehanna.	5,730,000	M. & N.	May '67 6	Stony Brook.	287,300	M. & N.	Nov. '75 3				
Lehigh Valley.	27,228,365	quarterly	Jan. '78 1	Summit Branch.	4,126,000	"	Feb. '76 3				
				Sussex (N. J.).	317,850	J. & J.	Jan. '72 21				
				Syr. Bingham. & N. Y.	2,004,000	J. & D.	Dec. '75 41				
				Taunton Branch.	800,000	J. & J.	Jan. '74 6				
				Terre Haute & Indiana.	1,988,150	J. & J.	Jan. '78 6				
				Troy and Boston.	1,009,000	F. & A.	Aug. '77 4				
				Union Pacific.	38,746,000	quarterly	Jan. '78 2				
				Utica and Black River.	1,605,000	J. & J.	Jan. '77 3				
				Vermont and Canada.	2,500,000	J. & D.	Jan. '78 4				

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	115
Receiver's Bonds.....	1,200,000	7	.....	"	.....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1905	106
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	85
Alabama Central:							1st Mortgage (Equalization)....	300,000	7	"	"	1889	92
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	96
Albany and Susquehanna:							Equipment Mortgage.....	570,000	8	Apr. and Oct.	"	1881	80
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	109	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	98	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	253,000	7	May & Nov.	"	1881	90	1,241,000	7	Apr. and Oct.	Boston.	1893	100	
Albany Loan.....	933,000	6	"	"	1896	....	Consol. Mortgage for \$2,000,000.	346,000	6	"	"	1893	....
Cohoes, M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	"	1906	....	Boston, Hartford and Erie:						
Alexandra and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdel).....	15,000,000	7	Jan. and July.	New York.	1900	111
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	113
General Mortgage.....	3,967,000	7.5	Jan. & July.	New York.	1896	108	Mass. L. sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	8	January.	Harrisburg.	1900	80	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,935,000	7	April & Oct.	Phil. or Lond.	1900	39	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	....	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	109
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	105
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	100	Bonds of 1876.....	425,000	6	Jan. and July.	"	1896	101
Androscoggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'93-'94	110
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	101
Ashtabula, Youngstown & Pitta:							Boston and Providence:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	109
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by G. A. T. fr.	3,630,000	6*	Apr. and Oct.	New York.	1909	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	21	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	90	General Mortgage.....	550,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold)....	3,389,000	7*	April & Oct.	Boston.	1900	83	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar.	412,000	7*	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1880	....
Pottawatomie Land Grant.....	468,000	7	May & Nov.	N. Y. or Bos.	1879	49	Buffalo and Erie:						
Consol. Second Mort. (gold)....	3,294,000	7*	April & Oct.	"	1903	....	Mort. bonds (ass'd by L. & M. S.)	200,000	7	Jan. and July.	New York.	1883	....
Land Income bonds.....	475,000	12	Jan. & July.	Boston.	....	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1895	....
Atlanta and Richmond Air Line.							Mort. bonds (" ")	2,350,000	7	Apr. and Oct.	"	1899	109
1st Mortgage (guar. by Georgia).	4,245,000	8	Jan. & July.	New York.	1909	50	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6*	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,079	7*	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1916	107
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	91
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	35	2d Mortgage for \$1,500,000....	281,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	404,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1900	62
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis)...	150,000	7*	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000...	.....	7*	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.)							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	110
1st Mortgage for \$15,000,000...	5,470,000	7*	April & Oct.	New York.	1901	....	Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1879	....
2d Mort. to State (no int. till '80).	4,900,000	.....	.....	"	....	....	Stock (common) Bonds.....	289,500	8	April & Oct.	N. Y. & Bos.	1879	106
Atlantic and Pacific:							Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	100
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Stock (common) Bonds.....	491,000	8	"	"	1899	....
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Burlington and Mo. Riv. in Neb:						
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	"	1889	61	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	110
1st Mort. (Central Div.) gold....	1,190,000	6*	May & Nov.	"	1891	....	Bonds convertible until 1892...	600,000	8	"	Boston.	1883	103
1st Mort. (Central Div.) L. G.	794,000	6*	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Income Bonds (for funding)....	529,600	6*	"	"	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1901	....
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1864...	1,500,000	6*	April & Oct.	"	1884	....	Cairo and Vincennes:						
3d Mortgage (sterling) of 1871...	713,000	6*	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1900	....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1896	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1896	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1890	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1901	....
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	102	Oakden and Amboy:						
Loan of 1853-'58.....	1,710,000	8	April & Oct.	"	1885	105	Loan of 1883.....	1,700,000	8	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1855-'90 (Balt.) sfg. fd.	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1899.....	806,000	6	June & Dec.	Princeton.	1899	102
Loan of 1870-'95 (etc.) sfg. fund.	3,273,956	6*	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1899	109
Loan of 1872-1902 (etc.) S. F.	9,026,852	6*	"	"	1902	....	Sterling Loan, S. F. (\$200,000).	1,286,080	6*	Feb. & Aug.	London.	1890	....
Loan of 1874-1910 (etc.) S. F.	9,464,500	6*	May & Nov.	"	1910	....	Oakden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1895	113
1st Mort. (Tunnel) gold guar....	1,400,000	6*	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	500,000	7*	April & Oct.	"	1879	98
1st Mortgage (R. R.) gold guar...	3,000,000	6*	April & Oct.	"	1911	....	Oakden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	101
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (sfg. fd.) for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	61
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886								

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Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.
			When.	Where.	Due.						When.	Where.	Due.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$							Chicago, Iowa and Nebraska:	\$						
1st Mortgage, 1st Div. \$10,000 p.m.	878,000	7	Feb. & Aug.	New York.	1891	101		2d Mort. (now 1st) guar. C. & N.W.	588,200	7	Jan. & July.	Boston.	1886	102	
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	101 1/2		2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	102		Chicago and Lake Huron:							
Central Branch Union Pacific:								1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,800,000	6	May & Nov.	New York.	1895	49		1st Mort. 2d series (")	2,000,000	7	"	"	1900	....
2d Mortgage Govern'm't sec'd aid.	1,600,000	6	Jan. & July.	"	1896	....		1st M. (Port Huron & L. Mich.)	1,800,000	7	"	New York.	1899	....
Central of Georgia:								2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....		Consolidated Mortgage.....	12,000,000	6	"	"	1905	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....		Chicago and Milwaukee Railway:						
Central of Iowa:								1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	106 1/2	
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7	Jan. & July.	New York.	1899	32 1/2		Chicago and Mich. Lake Shore:							
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....		1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.)								1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	75 1/2	
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....		1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:								1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	82 1/2		Chicago, Milwaukee and St. Paul:							
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	114		1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1883	105 1/2	
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....		1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	103 1/2
Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....		1st Mort. (East. Div. Palmer.)	2,500	8	May & Nov.	"	1874	....
Consol. Mort. for \$25,000,000.....	15,000,000	7	"	New York.	1899	85		1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	96 1/2	
Central Ohio (B. and O.)								1st Mort. (Minnesota Central.)	1,900,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	90 1/2		1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	98	
Central Pacific of California:								1st Mort. (Iowa and Dak. Div.)	748,000	7	"	"	1899	92	
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	'95-'98	104 1/2		1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	120 1/2	
Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	163		2d Mort. (")	1,315,000	7 1/2	"	"	1898	103 1/2	
State Aid B'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	108		1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	"	1902	90 1/2	
2d Mort. (Govern'm't Subsidy).	27,885,680	6	"	U.S. Treasury.	'95-'99	101		1st Mort. (Mil. and Western)...	224,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	"	New York.	1899	101		2d Mortgage.....	675,000	7	April & Oct.	"	1884	93 1/2	
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	'82-'92	85 1/2		Equipment and Bridge Bonds...	219,000	10	June & Dec.	"	1883	....
1st Mort. (S. Fr. Okla. & Ala.)	500,000	8	"	"	1890	....		Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	"	1905	93 1/2
1st Mort. (San Joaquin V.D.) gold	6,050,000	6	April & Oct.	"	1900	80 1/2		Chicago and Northwestern:							
Land bonds (Gen. Pac. Co.) gold	9,270,000	6	"	"	1890	93 1/2		Preferred sinking fund (193 m.)	1,236,500	7	Feb. & Aug.	New York.	1885	111	
Central Vermont:								General 1st Mortgage (193 m.) ..	5,559,400	7	"	"	1885	109	
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	12		Funded coupons (193 m.).....	729,000	7	May & Nov.	"	1883	163	
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	2		Appleton Ext. (23 m. & 76,000 ac.)	139,000	7	Feb. & Aug.	"	1885	107	
1st Mort. (Stam., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	30 1/2		Green Bay Ext. (26m & 76,000 a.)	251,000	7	"	"	1885	106	
Income and Extension Bonds...	1,008,500	8	May & Nov.	"	1902	37		1st Mort. (Gal. & Chi. U.) 243 m.	1,691,000	7	"	"	1882	....
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	'76-'77	40		Elgin and State Line.....	19,500	6	Jan. & July.	"	1878	....
Equipment Mort. (")	1,000,000	8	"	"	1889	40		Mississippi River Bridge.....	181,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	40		1st Mortgage (Peninsula).....	285,000	7	March & Sept.	"	1898	108	
Mississquoi R.R. (")	500,000	7	"	"	1891	....		Consol. skg fund (C. & N.W. R'y)	4,485,000	7	F. M. A. & N.	"	1915	109
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....		General Consol. Gold Bonds...	11,343,000	7	June & Dec.	"	1902	93 1/2
Charleston and Savannah:								1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
1st Mortgage, guar. by State.....	505,000	8	March & Sept.	Charleston.	1877	....		1st Mort. S. F. (Memphis Ext.)	2,700,000	7	June & Dec.	"	1911	....
Funded Interest on 1st Mort....	157,400	7	"	"	1889	....		1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	"	1898	....
Charlotte, Columbia & Augusta:								1st Mort. (Bel. & Mad. R.R.) guar.	271,000	7	"	"	1888	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76		Chicago and Paducah (C. B. & Q.):							
Charters:								1st Mortgage \$25,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1908	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....		Chl., Pekin & Southw'n (O.B. & Q.)	700,000	8	Feb. & Aug.	New York.	1901	....
Chesaw and Darlington:								1st Mortgage for \$10,000 per mile							
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....		Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1889.	75,900	7	Jan. & July.	"	1888	....		1st Mortgage skg fund.....	5,000,000	7	Jan. & July.	New York.	1896	108 1/2
Cherry Valley, Sharon and Alb.:								Branch Bonds Sinking Fund....	1,000,000	6	Feb. & Aug.	"	1895	108 1/2	
1st Mort. ext. guar. by A. & S. Co.	300,900	7	June & Dec.	New York.	1899	....		New mort. bonds for \$12,500,000.	4,000,000	6	Jan. & July.	"	1917	107
Cheapeake and Ohio:								Chl. & Southw'n (C.R. & Pac.):							
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	24		1st Mort. gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1899	....
1st Mort. Extension (con. or reg)	5,425,900	7	Jan. & July.	"	1902	....		1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....		Chicago and Superior:						
2d Mort. (") coupon.....	902,000	6	"	"	1884	....		1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
Income (") coupon.....	300,000	8	"	"	1876	....		Chillicothe and Brunswick:						
Funded Interest, coupon.....	160,500	8	"	"	1877	....		1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Chesapeake:								Cincinnati, and Baltimore:							
Coupon bonds (no Mort.).....	518,700	6	Jan. & July.	Boston.	'77-'96	97 1/2		1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	95	
Chester Creek (Phil. & Balt. Cent.):								Cincinnati, Hamilton and Dayton:							
1st Mort., guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....		1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	....
Chester and Tamarac:								2d Mortgage of 1865.....	495,000	7	Jan. & July.	"	1885	....
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....		Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1905	....
Chicago and Alton:								Cincinnati, Ham. & Ind. (C. H. & D.)							
1st Mortgage, pref. sinking fund.	25,000	7	May & Nov.	New York.	1877	....		1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	102
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	114 1/2		Cincinnati, Lafayette and Chi.							
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	105		1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84	
Consol. Bonds (\$200 est. each).	4,379,850	6	Jan. & July.	London.	1903	....		Consolidated Mortgage.....	471,000	7 1/2	June & Dec.	"	1914	....
1st Mort. (St. L. & C.) assumed	584,000	7	April & Oct.	New York.	1894	104 1/2		Cincinnati and Martinsville:							
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....		1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	....		Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:								1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	111 1/2		Cincinnati, Richmond & Chicago:							

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$24,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.....	1,000,000	7	" " "	" " "	1892	1041	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" " "	1900	110	1st Mortgage for \$22,000 p.m.....	1,061,000	8	Jan. & July.	New York.	1881	....
Clev., Painesville & Ashtabula:							2d Mortgage.....	800,000	7	May and Nov.	" " "	1884	....
Regist'd bds (ass'd by L.S. & M.S.):	1,000,000	7	Jan. & July.	New York.	1880	104	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	" " "	1892	1081	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	" " "	1881	....
1st Mort., a.f. (ass'd by L.S. & M.S.):	1,595,000	7	Jan. & July.	New York.	1885	1091	Detroit, Lansing and Northern:						
2d Mortgage (")	849,000	7	April & Oct.	" " "	1898	1061	1st Mortgage.....	1,997,000	7	Jan. & July.	Boston.	1896	771
Celebrookdale:							1st Mort. (Lonia and Lansing)...	770,000	8	" " "	New York.	1880	....
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	50	2d Mort. (")	81,000	8	May & Nov.	" " "	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.).....	2,500,000	7	May & Nov.	New York.	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage (")	1,000,000	8	" " "	" " "	1875	....
1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	23	1st Funded Coup. (D. & M.R.R.)...	625,924	7	Jan. & July.	" " "	1875	....
2d Mortgage skg fund.....	5,882,400	7	Feb. & Aug.	" " "	1900	10	2d Funded Coup. (")	375,734	7	May & Nov.	" " "	1875	....
Income convertible.....	3,898,000	7	" " "	" " "	1890	....	1st Mort. (Det. & Pontiac R.R.)...	160,000	7	April & Oct.	" " "	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" " "	1888-90	....	2d Mort. (")	100,000	7	Jan. & July.	" " "	1878	....
2d Mort. (")	344,400	7	Jan. & July.	" " "	" " "	....	3d Mort. (")	250,000	8	Feb. & Aug.	" " "	1880	....
1st Mort. (Cin. and Ohl. Air-L.)	194,100	7	Feb. & Aug.	" " "	1890	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" " "	1886	....
1st M., a.f. (")	39,650	7	May & Nov.	" " "	1890	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	" " "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" " "	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. (")	821,000	10	May & Nov.	" " "	1904	....	1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1900	1071
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" " "	1888	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	666,500	7	" " "	" " "	1882	....	1st Mort. guar. by C. B. and Q.	563,506	8	Jan. & July.	New York.	1889	101
1st Mort. (Tol. Logan p't & Bar.)	554,500	7	Feb. & Aug.	" " "	1884	....	Dubuque and Sioux City:						
Income (")	74,024	7	" " "	" " "	1900	....	1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1882	105
1st Mort. (Union & Loganport)	815,000	7	April & Oct.	" " "	1906	....	1st Mortgage 2d division.....	586,000	7	" " "	" " "	1894	105
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	" " "	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" " "	1880	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	" " "	" " "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" " "	1890	....
New Mortgage for \$1,500,000....	1,186,500	7	April & Oct.	Boston.	1893	102	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	" " "	1891	1001	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" " "	1889	834	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	104
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	971
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	" " "	" " "	1887-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" " "	1886	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" " "	1886	....
Connecting (Philadelphia):							Company Bonds (E. T. & Ga., old)	635,000	6	" " "	" " "	1870-75	....
1st Mort. A.B.O.D. & E. \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.23.4	104	Company Bonds (" new)	135,400	6	" " "	" " "	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Covington Valley:							Loan of 1867.....	....	7	" " "	" " "	1887	....
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868.....	....	6	" " "	" " "	1887-88	....
2d Mortgage.....	100,000	7	May & Nov.	" " "	1882	....	Loan of 1869.....	....	6	May & Nov.	" " "	1889	....
Cumberland & Penn. (Consol. Coal.):							Ten year coupon notes.....	....	7	" " "	" " "	1882	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	....	7	" " "	" " "	1882-84	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" " "	1888	....	Sinking Fund Bonds.....	....	7	May & Nov.	" " "	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,049,200	6*	March & Sept.	London.	1892	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876..	12,645,000	3 1/2	" " "	Boston.	1906	551
2d Mortgage.....	109,500	8	" " "	" " "	1908	....	Eastern Shore (Md.):						
Flain bonds.....	81,900	6	" " "	" " "	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	" " "	1886	....
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	" " "	" " "	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	" " "	" " "	1892	....	Simra and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	105
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	670,000	6	April & Oct.	" " "	1892	69
2d Mortgage.....	300,000	7	" " "	" " "	1886	....	Erie Railway:						
Danv., Urb. Bloom'gton & Pekin:							1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	1111
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	7	March & Sept.	" " "	1879	1061
Davenport and St. Paul:							3d Mortgage.....	4,352,000	7	" " "	" " "	1883	1080
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,987,000	7	April & Oct.	" " "	1880	1081
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	" " "	1886	1031
1st Mortgage sinking fund guar.	1,844,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch 1st mortgage.....	182,800	7	Jan. & July.	" " "	1891	....
2d Mortgage, guar.....	426,000	7	March & Sept.	" " "	1884	....	Sterling loan (\$1,000,000) conv.	4,457,714	6*	March & Sept.	London.	1875	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" " "	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7*	" " "	N.Y. & London.	1920	....
Toledo Depot bonds guar.....	106,500	7	March & Sept.	" " "	1886-94	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7*	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds.....	10,000,000	7*	J. A. J. and O.	London.	1905	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	136,000	7	June & Dec.	" " "	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds.....	252,446	6	" " "	" " "	1879	....	2d Mortgage.....	92,300	7	April & Oct.	" " "	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" " "	1898	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	750,000	7	April & Oct.	" " "	1890	....
1st Mortgage (")	495,000	6 1/2	Jan. & July.	" " "	1906	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	418,000	7*	April & Oct.	Philadelphia.	1890	164
Flushing, North Shore and Cent.:							2d Mortgage.....	287,500	7*	Feb. & Aug.	"	1895	102
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	35
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. R. Extension.)	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$13,000,000	2,500,000	6*	"	London.	1895	...
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,982,000	5*	"	"	1903	...
1st Mort. (Whitestone & W.)....	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. R. & Q.)						
1st Mort. (N. Y. & Flushing)....	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	100
Fonda, Johnstown & Gloversville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fort Wayne, Jackson & Baginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	42 1/2	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indianapolis, Blooming. & West:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	17
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold....	5,530,000	7*	Jan. & July.	"	1912	....
2d Mortgage.....	500,000	8	"	"	1896	....	2d Mortgage.....	1,600,000	8	"	"	1890	2
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
2d Mortgage.....	100,000	8	"	"	1883	89	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1903	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Fremont, Elkhorn & Mo. (S.C. & P.):							International and Gt. Northern:						
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	1st Mortgage s.t. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	75
Galea & Chic. Union (C. & N. W.):							Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,892,000	7	Feb. & Aug.	New York.	1882	105 1/2	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	74
Galv., Harrisburg & San Antonio:							Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	79	1st Mortgage of 1899.....	2,000,000	7	June & Dec.	"	1899	....
Geneva, Ithaca and Athens:							Funded Interest Bonds, coupon	469,100	7	March & Sept.	"	1883	86 1/2
1st Mortgage, s.k.g. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered....	375,000	10	"	"	1883	86 1/2
Georgia (and Banking):							1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)....	530,000	7	Jan. & July.	Augusta.	75-90	....	1st Mort. (Cin. & Indiana)....	493,000	7	June & Dec.	"	1892	....
Utman, Clinton & Springfield:							2d Mort. (") guar.....	1,497,000	7	Jan. & July.	"	77-82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	245,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....						
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	85	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold....	3,234,000	7*	April & Oct.	"	1899	....	Ionia and Lansing (D. L. & L.M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	85
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Irton (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,163,910	36,819,850	4*	"	"	"	....	1st Mortgage gold, s.k.g. fund....	600,600	7*	Jan. & July.	New York.	1890	107
Provincial Debenture \$3,111,500	15,557,500	.....	.....	Ottawa.	....	....	Jackson, Lansing & Baginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	90
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	587,000	8	May & Nov.	"	1890	....
Mortgage Bonds \$547,000.....	2,735,000	5 1/2	April & Oct.	"	77-78	....	2d Mortgage guar.....	142,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	2,461,000	8	"	"	1891	67 1/2
Debenture Bonds \$1,743,100.	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1869:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	102 1/2	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	59 1/2	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	James' & Frank (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,436,546	7	Jan. & July.	Columbia.	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed.....	378,766	7	"	"	81-86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	83
1st Mortgage.....	155,000	7	May & Nov.	New York.	1889	....	2d Mort. (")	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbendale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1908	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1893	83	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	297,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.)							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	76	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	103 1/2	1st Mortgage s.k.g. fund guar....	336,000	8	Jan. & July.	New York.	1882	112
Missouri State Loan.....	1,600,000	6	"	"	87-88	103 1/2	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)...	4,000,000	6	March & Sept.	"	1885	86 1/2	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	105
1st Mort. (Q. & Palm R.R. 16 m.)	600,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	108 1/2
1st Mort. (K. City & Cam. R.R. 55 m.)	1,900,000	10	Jan. & July.	"	1880	....	Junction and Breakwater:						
General Land Mortgage (277 m.)							1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	Kalamazoo, S. Haven (M. Cen.):						
Harrisburg & Lancaster:							1st Mortgage guar. by lessees....	640,000	8	May & Nov.	New York.	1889	....
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106 1/2	2d Mortgage.....	70,000	8	"	"	1889	....
Hartford, Providence and Fishkill:							Kalamazoo & White Pigeon:						
1st Mort. (R. I. 26.32 m.) s.k.g. fund	481,000	7	Jan. & July.	Providence.	1876	....	1st Mort. assumed by L.S. & M. S.	400,000	7	Jan. & July.	New York.	1890	98
1st Mort. (Conn. 26.04 m.) s.k.g. fd.	1,574,500	7	"	Hartford.	1876	....	Kansas City and Cameron:						
Holly, Wayne & Monroe (E. & P.M.):							1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	100
1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....	Kan. City, St. Jo. & Coun. Bluffs:						
Holyoke and Westfield:							1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bos.	1880	96 1/2
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....	2d Mort. (")	150,000	10	"	"	1878	....
Houston and Texas Central:							1st Mort. (St. Jo. & C.R. 78 m.) conv.	1,400,000	10	March & Sept.	"	1902	....
1st Mortgage L.G. s.k.g. fund, gold.	1,478,000	7*	Jan. & July.	New York.	1881	....	1st Mort. (Mo. Valley 130 m.)...	1,500,000	7*	Feb. & Aug.	New York.	1893	....
1st Mortgage (Western Div.)....	2,600,000	7*	"	"	1903	....	1st Mort. (")	1,000,000	7*	"	"	1893	....
Consolidated Mortgage.....	2,700,000	8	April & Oct.	"	1912	....	Consolidated Mort. (300 m.) conv.	337,000	8	March & Sept.	"	1890	....
Jason River (N. Y. Cen. & H. R.):							New Consol. Mort. for \$3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
2d Mortgage sinking fund.....	1,794,000	7	June & Dec.	New York.	1885	111	Kansas City & Santa Fe (L.L. & G.)						
							1st Mortgage for \$2,000,000....	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	"	1898	64	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. & L. & F.	1899	....	2d Mortgage for \$1,000,000.....	875,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7*	March & Sept.	N. Y. & St. Lo.	1911-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold...	1,722,250	7*	Jan. & July.	N. Y. & L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	29,000	6	"	"	1927-78	....
2d Mort. (") " " " " "	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,203,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. & L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	....
Kent County (Del.)							Mort. main office lot & building	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1890	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1880-86	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	2,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,389,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$8,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	102
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	1886-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
Keokuk and St. Paul (C.B. & Q.):							Louis., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,375,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
La., Blooming, & Miss. (T.W. & W.):							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
La., Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	500,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	180,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,146,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	1,630,500	6	April & Oct.	Boston.	1912	98
Consol. Mort., S.F., Regis'd....	8,650,000	7	J. A. J. & O.	"	1900	109	\$1,100,000 Loan, tax free.....	756,380	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupon....	9,105,000	7	Jan. & July.	"	1900	109	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	9,105,000	7	June & Dec.	"	1903	97	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1892 (Reg. & Coupon)	3,395,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan...	1,100,000	6	Jan. and July.	Boston.	90-91	90
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	109	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	....	Consol. (Port. & Kennebec.) Loan	1,108,700	6	"	Boston.	1895	93
3d Mort. (") " " " " "	1,000,000	7	April & Oct.	"	1892	....	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	....	1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " " "	2,682,300	7	"	"	1877	....	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	....	Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " " "	819,000	7	April & Oct.	"	1886	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1890	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " " " " "	2,850,000	7	April & Oct.	"	1898	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	84
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1900	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1893	31
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	14
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1900	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	200,000	7	May & Nov.	"	1883	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	433,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. (") " " " " "	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)...	1,700,000	8	Jan. & Dec.	New York.	1892	89
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000....	696,000	7	"	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-98	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (U. & F. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1898	20	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	160,000	6	June & Dec.	"	1889	....
Lawrence (P. Ft. W. & Chl.):							Massillon & Cleva. (C.M. V. & D.)						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n	500,000	7	April & Oct.	New York.	1899	....	Mayville and Lexington:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leaven., Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	24	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	87
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,514,142	6	"	"	....	....
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	73-75	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1893	109	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (") reg.....	5,000,000	6	"	"	1898	108	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$5,000,000.....	6,000,000	7	March & Sept.	"	1910	116	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	96	Michigan Central:						
General Mort., registered....	5,000,000	6*	"	"	1922	96	1st Mortgage, convertible.....	350,000	8	April & Oct.	Boston.	1882	....
Lewish, Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	112
1st Mortgage.....	1,548,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	100
Lexington & St. Louis (A. & F.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	91

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & S.L. (B. O. R. & N.)	\$ 180,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack. & G.N. (N.O. S.L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.	20,000,000	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western	2,000,000	7*	Jan. & July.	"	1886	....	2d Mortgage for \$3,000,000	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	74-84	....	Consol. Mort. for \$8,000,000	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N.O. S.L. & Chy.)	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
1st Mortgage	3,704,000	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	2,040,000	7*	Jan. & July.	.....	1900	....	New York, Boston and Montreal	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi, Ouchita & Red Riv.	600,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000	4,000,000	6*	May & Nov.	London.	1894	....
1st Mortgage	1,254,000	8	Jan. & July.	"	81-93	....	New York & Canada (D. & H. C.)	6,632,900	6	May & Nov.	New York.	1883	105
Consolidated Mortgage	430,347	7	.....	"	.....	....	1st Mort. for \$800,000, guar.	14,500	6	May & Nov.	"	1883	....
Tennessee State Loan	800,000	7	Feb. & Aug.	New York.	1902	....	New York Central & Hudson R.	592,000	6	"	"	1883	104
Mississippi Valley and Western	2,000,000	7*	June & Dec.	.....	1910	....	Debt Certificates (N. Y. Cent.)	162,000	6	"	"	1883	104
1st Mortgage \$20,000 p. m.	2,000,000	7*	June & Dec.	"	1903	....	Bonds for R. & N. F. stg	2,391,000	6	June & Dec.	"	1887	104
Missouri, Iowa and Nebraska	2,000,000	7*	June & Dec.	"	1904	44	Bonds for Real Estate	1,794,000	7	"	"	1885	111
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	"	1905	....	Bonds of 1884 renewed	1,950,000	7	April & Oct.	"	1891	....
Missouri, Kansas and Texas	2,000,000	7*	June & Dec.	"	1906	....	2d Mort. (Hudson River) S. F.	18,465,000	7	Jan. & July.	"	1903	119
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	1st Mort., reg'd for \$30,000,000	9,733,333	6*	"	London.	1903	....
1st Mort. (Tebco & Neco) S. F.	382,000	7*	June & Dec.	"	1903	....	1st Mort. Sterling for \$2,000,000	103,000	6	Feb. & Aug.	New York.	1893	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	44	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	....
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	119
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	Consol. Mort. of 1872, reg.	923,000	7	"	"	1900	120
Missouri River, Ft. Scott & Gulf	5,000,000	10	Jan. & July.	New York.	1889	74	N. York, Houston & Northern	249,000	7*	April & Oct.	New York.	1902	....
1st Mortgage, Land Grant, S. F.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	1st Mortgage, old	2,500,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	New York, Kingston & Syracuse	2,000,000	7	.....	New York.	1903	....
2d Mort. end. by Cent. R.R. of Ga.	33,500	8	"	Savannah.	1889	....	1st Mort. for \$4,000,000	923,000	7	March & Sept.	Boston.	1884	....
Plan bonds	800,000	8	"	"	1887	....	1st mortgage, new	243,000	7	Jan. & July.	"	1905	....
Mobile and Montgomery	2,484,000	8*	May & Nov.	New York.	1900	....	New York and Oswego Midland	8,000,000	7*	Jan. & July.	New York.	1894	....
1st Mort. endor. by State of Ala.	800,000	8	"	"	1900	....	1st Mortgage gold, tax free	2,500,000	7	May & Nov.	"	1895	....
Mobile and Ohio	8,056,000	6*	May & Nov.	Mob. & Lond.	1883	....	2d Mortgage convertible	1,500,000	7	"	"	1896	....
1st Mortgage	1,524,200	8	"	Mobile.	76-83	....	3d Mort., Equipment	3,800,000	7	"	"	....	....
Interest bonds	799,920	6*	"	London.	1883	....	1st Mort., (West. Extension)	2,425,000	7	"	"	....	....
2d Mortgage	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	Consolidated Mortgage	1,200,000	7	"	"	....	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	New York, Providence & Boston	76,908	6	Feb. & Aug.	New York.	1878	....
2d Mortgage	1,453,858	8	March	"	1877	....	1st Mortgage	250,000	6	May & Nov.	"	78-81	....
Consol. Mort. for \$15,000,000	977,550	8	Jan. & July.	N.Y. & Lond.	1904	....	Extension Bonds	837,000	7	Jan. & July.	"	1899	....
Convertible 3 per cent. bonds	1,800,000	7*	March & Sept.	New York.	....	....	General Mort. for \$1,000,000	306,000	8	Jan. & July.	New York.	1877	82
Montclair (N. Y. and O. Mid.)	780,000	7	"	"	....	....	1st Mortgage	157,000	8	"	"	1877	82
1st Mortgage gold, guar.	888,400	7	"	"	....	....	2d Mortgage	464,000	8	"	Norfolk.	1893	78
2d Mortgage	127,900	7	May & Nov.	New York.	1888	....	Norfolk & Petersburg (A.M. & O.)	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Income Mortgage	47,000	7	April & Oct.	"	1887	....	1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
Montgomery and Erie (Erie)	1,046,000	8*	March & Sept.	New York.	1886	....	2d Mortgage	232,500	8	"	"	1899	....
2d	330,000	8	June and Dec.	"	1900	....	North Missouri (S.L., K.C. & N.)	3,000,000	7	Jan. & July.	New York.	1895	102
Monticello and Port Jervis	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	103
1st Mortgage gold, tax free	5,000,000	7	May & Nov.	New York.	1914	116	2d Mortgage	1,500,000	7	May & Nov.	"	1896	114
Morris and Essex (D. L. & W.)	2,000,000	7	Feb. & Aug.	"	1891	107	General Mortgage	2,035,000	7	Jan. & July.	"	1903	164
1st Mortgage sinking fund, guar.	384,000	7	Jan. & July.	"	1900	....	1st Mortgage (Flash, N.S. & Cent.)	135,000	7	Feb. & Aug.	New York.	1887	....
Convertible bonds	673,000	7	Feb. and Aug.	"	1889	100	Northern Central	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Gen'l M. (1st on Bonten Br.)	4,991,000	7	April & Oct.	"	1901	95	1st Mortgage, Md. State loan	1,490,000	6	Jan. & July.	Baltimore.	1885	102
Special Mortgage	1,025,000	7	"	"	1915	83	2d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	101
Consol. mort. for \$25,000,000 guar.	3,220,000	7	June & Dec.	"	1915	83	Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	91
Nashville, Chattanooga & St. Louis	1,100,000	8	Jan. & July.	New York.	74-83	....	Mortgage registered	206,000	6*	April & Oct.	"	1900	....
1st Mort. endor. by Tenn.	1,000,000	4	"	"	75-91	....	Consol. General Mort. S. F.	2,925,000	6*	Jan. & July.	Lond. & Balt.	1904	....
2d Mort. (Heia by U. S. Gov.)	4,700,000	7	"	"	1913	59	Second General Mort. coupon	3,000,000	6	"	Baltimore.	1926	....
Nashville and Decatur (L. & Nash.)	1,900,000	7	Jan. & July.	New York.	1900	92	Second General Mort. coupon	1,000,000	6	"	"	1926	....
1st Mortgage sinking fund, guar.	209,000	6*	April & Oct.	Nashville.	1887	....	Northern New Jersey (Erie)	400,000	7	Jan. & July.	Jersey City.	1878	....
2d Mortgage gold	200,000	6*	Feb. & Aug.	Boston.	1892	102	1st Mortgage skg fd guar.	4,000,000	7	Jan. & July.	New York.	1900	17
Nashua and Lowell	600,000	7	Jan. & July.	New York.	1891	....	1st Mort. on R.R. & lands gold.	140,000	6	Jan. & July.	Baltimore.	1885	100
Bonds for freight depot	800,000	7*	May & Nov.	New York.	1889	98	2d Mort., assumed by B. and O.	3,500,000	7*	March & Sept.	New York.	1917	....
Newark & New York (O. of N.J.)	171,500	6	Jan. & July.	Boston	1881	98	1st Mortgage	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage guar.	400,000	7	"	"	1894	105	Sorwich & Worcester (B.H. & L.)	400,000	6	March & Sept.	"	1897	....
Newark, Somerset & Straitville	525,000	7	Various.	New Haven.	98-00	....	Construction Bonds	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage gold	3,000,000	7	May & Nov.	New York.	1889	....	Ogdensburg and Lake Champlain	300,000	8	Jan. & July.	Boston.	1878	94
New Bedford	2,000,000	7	"	"	1881	....	Equipment Mortgage	200,000	8	"	"	1879	94
1st Mort. (New Bed. & Taunton)	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Sinking Fund Bonds	40,000	8	March & Sept.	"	1890	100
New Issue for \$360,000	750,000	6	April & Oct.	"	80-82	....	Ohio and Mississippi	3,067,000	7	Jan. & July.	New York.	1898	100
New Haven and Derby	200,000	7	"	"	1891	....	Consolidated Mort. Bonds	3,478,000	7	"	"	1898	100
1st Mortgage	1,000,000	7	Jan. & July.	"	1891	....	Consolidated S. F. Mortgage	112,000	7	"	London.	1899	54
2d Mortgage	200,000	7	"	"	1891	....	Consolidated Mort., Sterling	3,864,000	7	April & Oct.	New York.	1911	100
New Jersey Midland (N.Y. & O.M.)	2,000,000	7	March & Sept.	N.Y. or Lond.	1893	....	Income and Funded Debt Bonds	174,000	7	May & Nov.	New York.	1883	....
1st Mortgage	1,500,000	7	"	"	1891	....	Debt Sinking Fund Bonds	1,916,000	7	May & Nov.	"	1906	....
2d Mortgage	500,000	7	"	"	1891	....	1st Mort. (Springfield Division)	1,000,000	6	March & Sept.	Boston.	1896	101
New Jersey and New York	2,000,000	7	May & Nov.	New York.	1889	21	Plain Bonds	32,000	6	"	"	1884	59
1st Mortgage	1,200,000	6	April & Oct.	"	1888	....	Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	102
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....	New Bonds for \$3,000,000	1,692,000	7	March & Sept.	"	1894	110
Consol. Mort. for \$7,000,000	3,803,000	7	April & Oct.	"	1903	Cape Cod Railroad Bonds	266,430	7	Feb. and Aug.	"	1851	104
Income Mortgage	750,000	7	"	"	1891							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt:						
1st Mortgage.....	500,000	7	April & Oct.	Philadelphia.	1895	581	Mortgage Loan, convertible.....	25,000	6	Jan. & July.	Phila. & Balt.	1894	103
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	103
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104
Omaha and Southwestern:							Loan of 1875.....	800,000	6	" "	" "	1900	104
1st Mortgage \$20,000 p. m.....	1,054,000	8	June & Dec.	Boston.	1896	1044	Plekering Valley (Phila. & Rdg):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,900	7	April & Oct.	Philadelphia.	1900	43
See Wash. O. Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)....	775,000	7	Jan. & July.	Philadelphia.	1899	....
1st Mortgage gold.....	10,960,000	7 3/4	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1894	95
Osego Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	85
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1889	....	Consolidated 2d Mortgage.....	8,000,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (O. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	1174
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	800,000	7	Jan. & July.	" "	1912	110
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bos.	1900	1101	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	" "	1912	....
Owensboro and Russellville.							2d Mortgage (Series I).....	800,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	800,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series L).....	800,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	102	2d Mortgage (Series M).....	800,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,500,000	7	Jan. & July.	" "	1891	87	Equipment bonds of Jan. 1, 1900	2,000,000	7	April & Oct.	" "	1912	109
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1894	....
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis.	1885	....	Pittsburg, Va. and Charleston:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	Pittsburg, Wash. & Baltimore:						
Paduach and Memphis:							1st Mort. (Pittsb. & Conn. Valley)....	4,000,000	7	Jan. & July.	Baltimore.	1899	60
1st Mortgage gold for \$2,505,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
Panama:							1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
General Mortgage, stg £597,800.	2,889,330	7 1/2	April & Oct.	London.	1897	....	Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
Paris and Decatur:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):							Port Huron and Lake Michigan:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
Pekin, Linc. & Decatur (T.W. & W.):							Portland & Ogdensburg (M. & N. H.):						
1st Mortgage, guaranteed.....	1,078,000	7	Feb. & Aug.	New York.	1900	60	1st Mort. (Maine Section) gold.....	800,000	8	Jan. & July.	Boston.	1900	....
Pemberton & Hights (U.C. of N.J.):							Consol. Mort. gold, for \$3,000,000	249,000	6 1/2	May & Nov.	" "	1901	15
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Portland and Ogdensburg (Vt.):						
Peninsular (Mich.) Railway:							1st Mortgage gold, for \$2,500,000	1,300,000	6 1/2	May & Nov.	N.Y. & Bos.	1891	46
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or Lond.	1899	....	Portland and Oxford Central:						
1st Mortgage gold (S.F.) 2d series	2,000,000	7 1/2	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1883.....	250,000	8	Jan. & July.	Portland.	1883	....
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	Portland and Rochester:						
Pennsylvania:							1st Mort. (Portland Loan) sfg fd	700,000	8	Jan. & July.	Boston.	1887	....
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	108	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
General Mortgage.....	19,999,700	6	J. A. J. & O.	Philadelphia.	1910	1074	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
General Mortgage, registered.....	29,250,000	6 1/2	Jan. & July.	London.	1906	93	Fort Royal (S. O.):						
Consolidated Mortgage.....	4,795,108	6 1/2	April & Oct.	Philadelphia.	77-90	....	1st Mortgage gold, sfg fd.....	2,000,000	7 1/2	May & Nov.	N.Y. & Lond.	1899	....
State lien for \$7,500,000, sfg fd							1st Mort. gold, guar. by Ga. R.R.	500,000	7 1/2	.....	" "	1899	....
Pennsylvania Coal:							Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1886	45
Pennsylvania and Delaware:							Poughkeepsie and Eastern:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	2d Mortgage.....	75,000	7	" "	" "	....	....
Pennsylvania & New York (L.V.):							Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	112	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
Peoria & Bureau Val. (O.R. & P.):							Quincy, Alton & St. Louis:						
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1892	....
Peoria & Hannibal (O. B. & Q.):							Quincy and Palmyra:						
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	1004	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Peoria, Pekin and Jacksonville:							Quincy and Toledo (T. W. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	75
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" "	1900	....	Quincy & Warsaw (C. B. & Q.):						
Peoria and Rock Island:							1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107
1st Mort. gold, conv. & tax free.	1,500,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1900	....	Reading and Columbia (P. & R.):						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	1st Mort. Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1892	95
Perkiomen (Phila. and Rdg):							2d Mort. Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1894	....
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	78	Rensselaer and Saratoga:						
Petersburg:							1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	1111
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-98	844	2d Mortgage.....	150,000	7	.....	" "	1887	....
2d Mortgage.....	500,000	8	" "	" "	1902	....	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Philadelphia and Atl. City:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Philadelphia and Baltimore Cent:							Consol. Mort. for \$2,000,000.....	1,748,500	7	May and Nov.	" "	1921	92
1st Mortgage (Penn. Div. 30 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	New Gen'l Mort. for \$5,000,000.	1,092,000	6 1/2	.....	" "	....	....
1st Mortgage (Md. Div. 9 1/2 m.)..	300,000	6	" "	" "	1891	....	Richmond and Danville.						
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	" "	" "	1900	....	Virginia State Loan, sfg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
Philadelphia and Erie (Penn.):							Virginia State guar. bonds.....	157,800	8	" "	" "	1875	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	110	1st Mort. (Piedmont Branch)....	800,000	8	.....	" "	1898	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	1023	1st Mort. (Northwestern, N.C.)....	500,000	6 1/2	April & Oct.	N. Y. or Rich.	75-90	72
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	99	Consolidated Mortgage.....	1,768,000	6	May and Nov.	New York.	75-90	72
General Mort. for \$20,000,000.....													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	R.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	344,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,500	7	" " "	New York.	'78-'86	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	" " "	"	1879	....	Domestic (I) Bonds.....	1,064,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lowry's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	5,600,000	8*	" " "	"	1900	....	2d Mort.	200,000	7	" " "	"	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f.d. (Series A):	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama.....						
1st Mortgage skg f.d. (Series B):	1,100,000	7	April & Oct.	"	1894	111	1st Mort., endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C):	1,400,000	7	Feb. & Aug.	"	1894	87	Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D):	1,400,000	7	May & Nov.	"	1894	....	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E):	1,700,000	7	" " "	"	1884	70	1st Mortgage gold, assumed.....	7,194,500	6*	Jan. & July.	New York.	1888	73
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	106	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	58	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	92
1st Mort. L.G. (Arkansas Br.).....	2,500,000	7*	June & Dec.	"	1897	....	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	151
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	" " "	"	1897	....	3d preferred bonds.....	452,800	6	" " "	"	'84-'90	65
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	....	Southern Central (N. Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage.....	2,229,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	103
2d Mortgage.....	649,000	7	Jan. & July.	"	1896	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101	Southern of L. I.:						
Real estate & 2d M. for \$3,000,000	998,000	7	March & Sept.	"	1899	....	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	....
St. Louis, Lawrence and Denver:							2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	1900	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f.d. con	1,000,000	7	" " "	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,300,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	" " "	"	1880	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Gen. of Ga.):						
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	"	1898	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	1st Mortgage (Muscookee) conv.....	300,000	7	"	"	'72-'76	....
St. Louis and San Francisco:							Spartanburg and Union:						
2d Mort. B. & C. gold.....	4,712,000	....	May & Nov.	New York.	1905	....	1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watb.) 60m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'82-'91	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	2,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. (do.) R.R. & Lands.	8,500,000	7*	" " "	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7*	" " "	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Station Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stanstead, Shefford and Chambly:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Sand, Mansfield & Newark (B.A.O.):							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	97
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Bay & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " "	"	1891	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie Junc. (L.):						
Funded Interest bonds, guar.....	111,800	7	" " "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah, Griffin & North Ala.							Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Savannah and Memphis:							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Tebos and Neosho (M. K. & T.):						
Schoolcraft & Three R. (LS & MS):							1st Mortgage gold, skg fund.....	1,168,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,500,000.....	516,000	7	" " "	"	1894	....
Selma and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,588,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile.....	3,555,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	....
Selma, Marion and Memphis:							Consolidated Mortgage.....	7,548,000	6*	June & Dec.	"	1905	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,339,803	7	July.	N. Y. & Phil.	1915	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	"	1906	42
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	"	1881	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	88
Shamokin Valley & Pottav. (N. O.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	90
1st Mortgage, on road and lands.	3,000,000	7*	Jan. & July.	Philadelphia.	1901	07	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	28
Shenandoah and Pond du Lac:													

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$ 59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	100
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	111 1/2
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	111 1/2
2d Mortgage.....	300,000	7	April & Oct.	"	1886	....	2d Mort. endor. by Wash. Co..	300,000	6	"	"	1890	103 1/2
3d Mortgage.....	650,000	7	May and Nov.	"	1876	....	2d Mortgage preferred.....	600,000	6	"	"	1896	60
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt....	875,000	6	"	"	1900	112
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,755,000	6a	Jan. and July.	New York.	1890	101
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	85
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,252,000	6a	Jan. & July.	N. Y. & Bos.	'96-'99	104 1/2	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,374,000	7	Apr. and Oct.	"	1887	104 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	105 1/2	West Jersey:						
3d Mortgage Sinking Fund.....	14,046,000	8	March & Sept.	New York.	1894	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling..	2,219,000	8a	Apr. and Oct.	London.	1890	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1896	....	1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville).	500,000	7	Apr. and Oct.	"	....	96
Union Pacific, S. Br. (M. K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	100
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	104	1st Mortgage.....	1,021,340	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$309,200 (U. Co's)	1,846,000	6a	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$300,000 (")	1,800,000	6a	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1893	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compan's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d Mortgage (Gov. subsidy).....	600,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$202,000 (C. & A.)	1,310,000	6a	Feb. and Aug.	Philadelphia.	1883	104 1/2	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	30
Loan of 1883 (Camden & Amb'y)	1,780,000	6	"	Princeton.	1889	102	Wilmington and Reading:						
Loan of 1889 (")	886,000	6	June & Dec.	Philadelphia.	1889	102	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	109	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	104
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	600,000	7.3	J. A. J. & O. Phil. & Wilm.	1892	....	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	87
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	78
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	7a	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	29
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	168 1/2	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	....
Mortgage 3d series (black).....	133,000	7	"	"	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	1st Mortgage sinking fund.....	1,903,750	6	Jan. and July.	Philadelphia.	1886	73
Vineland:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	6a	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next item)	1,609,500	6	Jan. and July.	Baltimore.	1885	69
1st Mortgage.....	8,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L. C. & N.):						
3d Mortgage.....	990,000	6	"	"	1884	89	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	98
5th Mortgage.....	999,000	6	March & Sept.	"	1900	92 1/2	Delaware and Hudson:						
Registered Certificates.....	94,191	8	Jan. and July.	"	1875	....	1st Mort. (2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	90 1/2
Funded Interest.....	226,900	8	"	"	1880	....	reg. (3d series, Jan. 1, 1871	6,000,000	7	"	"	1891	97
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	96 1/2
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	"	1900	106	Convertible Debentures.....	41,560	6	"	"	1882	....
Warren & Franklin (F. T. & B.):							Convertible Loan, gold.....	771,000	6a	March & Sept.	"	1894	94
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	82	1st Mortgage, registered.....	6,381,933	6	J. A. J. & O.	"	1884	104
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	104
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Mortgage (equip.) Loan, gold....	4,668,500	6a	June & Dec.	"	1897	88
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,116,000	7	"	"	1911	80
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1898	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85	Monongahela Navigation:						
2d Mort. (")	350,000	7	"	"	1891	90	1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	90	Morris (and Banking):						
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	74 1/2	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. (")	600,000	8	May and Nov.	"	1873	60	Boat Loan, sinking fund.....	226,965	7	Apr. and Oct.	"	1899	102
4th Mort. (")	700,000	8	March & Sept.	"	1880	20	Preferred Stock Dividend Scrip.	108,184	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,684	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar....	2,805,000	6	Jan. and July.	Philadelphia.	1910	80

[illegible]

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the coat thereof is included, in that "dash" (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.										Value of Shares	
										Par.	P. & C.
										Earnings.	
										Net.	Gross.
										Freight.	
										Passen- gers.	
										Trains Moved.	
										Railroad Operated.	
										Surplus Income.	
										Accounts.	
										Bonds.	
										Stocks.	
										Accounts and Cash.	
										Assets.	
										Rolling Stock.	
										Railroad.	
										Companies.	
										Freight.	
										P. & M. E.	
										Engines.	
										Railroad in progress.	
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Fitchburg Railroad.

At the annual meeting of the stockholders of the Fitchburg Railroad Company held in Boston on the 29th ult., the following gentlemen were elected directors for the ensuing year: Wm. B. Stearns, Seth Bemis, Robert Codman, Rodney Wallace and C. U. Cotting.

The annual report of the directors, an abstract of which is given in our present issue, was submitted and placed on file.

On motion of Mr. Eleazer Pratt of Boston it was voted that the taking of the lease of Constitution wharf by the directors of the Fitchburg Railroad Company, and the agreements entered into by them in relation to said wharf with the owners thereof, are hereby approved and ratified; and the directors are also authorized to take any measures which they deem prudent for the storage and delivery of the merchandise carried over the railroads controlled by this corporation, either under the powers conferred upon railroads by chapter 384 of the statute of 1874 of this Commonwealth or otherwise.

The President stated that the directors had effected a lease of the Constitution wharf property at the rate of \$11,000 and interest and taxes for five years, subject to a renewal for five years, and a further renewal for ten years at \$15,000 per annum, and the right to purchase the property for \$250,000.

On motion of Hon. Daniel Needham it was voted that power is hereby given to the directors of this corporation to do and perform any and all the acts, matters and things, which the Fitchburg Railroad Company are authorized to do by the third and fourth sections of the 401st chapter of the statute of 1874, and any acts amendatory thereof. Col. Needham stated that the business of the road had doubled within the last two years; the number of miles operated in the same proportion, and that this without increasing the capital, had largely augmented the expenses. Today the capital stock of the company was four millions, its bonded debt one million, its floating debt only six hundred thousand dollars. With increasing business additional means may be needed, but the directors feel that nearly all the expenditures required for improvement both for the present and the future has been made; yet desirous of making provision for all possible contingencies, he had offered the resolution for the consideration of the meeting.

The President stated that the directors had no intention of increasing the capital stock at present, but before another annual meeting it might be found necessary to do so.

The Seaboard Pipe Line Company (Limited) has been duly organized according to law, and the articles of partnership recorded at Meadville. The officers are: Byron D. Benson, President; Robert E. Hopkins, Secretary and Treasurer. Directors, B. D. Benson, R. E. Hopkins, David McKelvy, C. V. Oulver and B. B. Campbell. The articles of association fix Titusville, Penn., as the headquarters of the company.

The Cincinnati, Wabash and Michigan Railroad, with all its rolling stock and appurtenances thereunto belonging was transferred to the Lake Shore and Michigan Southern Railway Company on the 8th ult. This line extends from Goshen, south to Anderson, a distance of 123 miles, crossing the Baltimore and Ohio at Milford, twelve

miles south of Goshen, and the Pittsburgh, Fort Wayne and Chicago at Warsaw.

The Popular Loan.

In reply to inquiries as to the so-called Popular Loan announced by the Secretary of the Treasury; it is simply a notice by the Government that it will issue four per cent. bonds of small denominations to all who desire to invest their savings in such securities. The proceeds of these bonds will be used to redeem the outstanding six per cent. bonds. It derives the name popular loan from the fact that the bonds are of such denominations that those having small sums—\$25, \$50, \$100, etc.—can invest the money in such a bond. Information as to the steps to be taken to make such an investment can be obtained upon application to Messrs. Fisk & Hatch, Bankers, No. 5 Nassau St., New York.

Finances of Delaware.

The accounts of the State treasurer of Delaware show a reduction of the bonded debt of \$222,000 during the year, and the treasurer is confident that by judicious management the entire State debt can be extinguished in seven years without imposing any serious burden of taxation upon the people. The whole amount of indebtedness of the State is (counting the \$600,000 loaned to railroads) \$1,127,000. The total investment of the State, exclusive of the school fund, is \$673,050. There is due the State from the counties and railroad bonds, together with cash in the Farmers' Bank at Dover, in round numbers \$128,000.

German Railways.

There are now 17,000 kils. of railway lines in Germany, of which 8,800 kils. are owned by private companies, and 8,200 by the State; 4,700 kils. of these latter being the sole property of the State, and 3,500 kils. private property worked by the State. This shows a great increase in the length of line owned or worked by the Government, as in 1874, for instance, out of a total length of 13,718 kils., 7,214 kils. were owned by private companies; 4,037 kils. by the Government, and 2,467 kils. of private lines were worked by the State, making 6,504 kils. of line only then under the control of the State.

The reorganization plan of the Erie Railway, to carry out which it is to be sold under foreclosure of mortgage, is said to have received the assent of the holders of \$38,648,000 out of the total mortgage debts of \$41,056,000, 327,636 out of the total of 780,000 shares of common stock, and 48,683 out of 85,369 shares of preferred stock. Nearly the entire assent comes from share and bondholders in England.

The Pennsylvania Railroad Company in Maryland will receive proposals for the graduation, masonry, bridging and superstructure of their road, comprising about six miles. Profiles and plans may be seen at the office of the Company until 12 M., February 7, 1878. Address Maurice A. Healey, President, P. O. Box 341, Cumberland, Md.

C. R. Colwell has been elected President, J. H. Burrell, Jr., Secretary and Treasurer, and E. V. Robinson, Superintendent, of the Philadelphia and Atlantic City Narrow Gauge Railway Company.

Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 29.

	W. 23.	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.
Allegheny Val. 7 3-10s.....	108	108	108	108	108	108
7s, Income.....	39	39	39	39	39	39
Camden & Am. 6s, 1889.....	100	100	100	100	100	100
6s, 1889.....	100	100	100	100	100	100
Mort. 6s, 1889.....	100	100	100	100	100	100
Camden and Atlantic.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
Catawissa.....	7	7	7	7	7	7
Preferred.....	100	100	100	100	100	100
New preferred.....	100	100	100	100	100	100
7s, new.....	106	106	106	106	106	106
Del. & Bound Brook.....	100	100	100	100	100	100
7s.....	100	100	100	100	100	100
Elmira & Williamsport.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
7s.....	100	100	100	100	100	100
Hunt. & B. Top Mt.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
Lehigh Navigation.....	18	18	18	18	18	18
6s, 1884.....	88	88	88	88	88	88
Gold Loan.....	88	88	88	88	88	88
Railroad Loan.....	100	100	100	100	100	100
Conv. Gold Loan.....	100	100	100	100	100	100
Lehigh Valley.....	41	40	40	39	39	39
6s, new, coupon.....	109	109	109	109	109	109
6s, new, registered.....	109	109	109	109	109	109
7s.....	114	114	114	114	114	114
Consol. mort. 6s.....	96	96	96	96	96	96
Little Schuylkill.....	100	100	100	100	100	100
Minehill & Sch. Haven.....	48	48	48	48	48	48
North Pennsylvania.....	100	100	100	100	100	100
1st mortgage 6s.....	100	100	100	100	100	100
2d mortgage 7s.....	100	100	100	100	100	100
Gen'l mort. 7s, coup.....	100	100	100	100	100	100
Gen'l Mort. 7s, reg.....	100	100	100	100	100	100
Northern Central.....	100	100	100	100	100	100
Pennsylvania R. R. 31.....	31	31	31	31	31	31
1st mortgage.....	100	100	100	100	100	100
Gen'l mortgage.....	107	107	107	107	107	107
Gen'l mort. reg.....	100	100	100	100	100	100
Consol. mort. 5s, reg.....	93	93	93	93	93	93
Penn. & N.Y. Canal 7s, 111.....	104	104	104	104	104	104
Penn. State 6s, 2d series.....	104	104	104	104	104	104
do. 3d series.....	112	112	112	112	112	112
do. 5s, new.....	110	110	110	110	110	110
Philadelphia City, 6s.....	106	106	106	106	106	106
6s, new.....	113	113	113	113	113	113
Phila. and Reading.....	16	16	16	16	16	16
Debtenture bonds.....	100	100	100	100	100	100
7s, of 1895.....	100	100	100	100	100	100
7s, new convertible.....	100	100	100	100	100	100
Gen'l mortgage 7s.....	102	102	102	102	102	102
Gen'l mortgage, reg. 102.....	102	102	102	102	102	102
Philadelphia and Erie.....	84	84	84	84	84	84
1st mortgage, 6s.....	99	99	99	99	99	99
2d mortgage, 7s.....	83	83	83	83	83	83
Pittsb. Clin. & St. L. 7s.....	61	61	61	61	61	61
Pittsb. Titusv. & Buff. 61.....	61	61	61	61	61	61
7s.....	54	54	54	54	54	54
Schuylkill Navigation.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
6s, 1872.....	100	100	100	100	100	100
6s, 1882.....	100	100	100	100	100	100
6s, 1895.....	100	100	100	100	100	100
United Co. of N. Jersey 120.....	120	120	120	120	120	120
Hestonville, (Horse) 9.....	9	9	9	9	9	9
Chestnut & Wal. (do.).....	100	100	100	100	100	100
Germantown (do.).....	100	100	100	100	100	100
Green and Coates (do.).....	100	100	100	100	100	100
Lombard & 8th (do.).....	100	100	100	100	100	100
2d and 3d streets (do.).....	100	100	100	100	100	100
Spruce and Pine (do.) 30.....	30	30	30	30	30	30
15th and 16th sts (do.) 36.....	36	36	36	36	36	36

Baltimore Stock Exchange.

Closing Prices for the week ending Jan. 29.

	W. 23.	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.
Baltimore and Ohio.....	89	89	88	89	89	89
6s, 1880.....	105	105	105	105	105	105
6s, 1885.....	105	105	105	105	105	105
Central Ohio.....	99	99	99	99	99	99
1st mortgage.....	99	99	99	99	99	99
Marietta & Cincinnati.....	100	100	100	100	100	100
1st mortgage, 7s.....	100	100	100	100	100	100
2d mortgage, 7s.....	34	34	34	34	34	34
3d mortgage, 8s.....	16	16	16	16	16	16
Northern Central.....	102	102	102	102	102	102
2d mortgage, 6s 1885.....	102	102	102	102	102	102
3d mortgage, 6s, 1900.....	91	91	91	91	91	91
6s, 1900, Gold.....	91	91	91	91	91	91
Orange and Alex. 1st.....	100	100	100	100	100	100
2d mortgage, 6s.....	100	100	100	100	100	100
3d mortgage, 8s.....	100	100	100	100	100	100
4th mortgage, 8s.....	100	100	100	100	100	100
O., Alex. & Manassas 7s.....	100	100	100	100	100	100
Pittsb. & Connellav. 7s 93.....	93	93	93	93	93	93
Virginia 6s, Consol.....	58	58	57	58	58	58
Consol. Coupons.....	70	71	70	70	70	70
Deferred Certificates.....	100	100	100	100	100	100
Western Maryland.....	100	100	100	100	100	100
1st M., end. by Balt.....	100	100	100	100	100	100
2d M., do.....	100	100	100	100	100	100
3d M., do.....	100	100	100	100	100	100
1st M., unendorsed.....	100	100	100	100	100	100
2d M., end. Wash. Co.....	100	100	100	100	100	100
3d Mort., preferred.....	100	100	100	100	100	100
City Passenger R. R.....	100	100	100	100	100	100

New York Stock Exchange.

Closing Prices for the week ending Jan. 30.

	Th. 24	F. 25	Sat. 26	M. 27	Tu. 28	W. 29
Adams Express.....	100	100	100	100	100	100
Albany and Susq.....	109	109	109	109	109	109
1st mortgage.....	109	109	109	109	109	109
2d mortgage.....	109	109	109	109	109	109
American Express.....	49	49	49	49	49	49
Am. Dock and Imp. Co.....	19	19	19	19	19	19
Atlantic & Pacific Tel.....	17	17	17	17	17	17
Burl. C. R. & Nor.....	61	61	61	61	61	61
1st mortgage.....	61	61	61	61	61	61
Central of N. Jersey.....	15	15	15	15	15	15
1st mortgage.....	15	15	15	15	15	15
7s, consolidated.....	114	114	114	114	114	114
7s, convertible.....	61	61	61	61	61	61
Central Pacific 6s, gold 104	104	104	104	104	104	104
1st M. (San Joaquin) 84	84	84	84	84	84	84
1st M. (Cal. and Or.) 84	84	84	84	84	84	84
Land grant 6s.....	84	84	84	84	84	84
Chicago and Alton 70	70	70	70	70	70	70
Preferred.....	70	70	70	70	70	70
1st mortgage.....	70	70	70	70	70	70
Sinking Fund.....	70	70	70	70	70	70
Income bonds.....	70	70	70	70	70	70
Chic. Burl. & Quincy 102	102	102	102	102	102	102
7s, 1893.....	102	102	102	102	102	102
Chic. & Milwaukee 1st.....	111	111	111	111	111	111
Chic. Mil. and St. Paul 39	39	39	39	39	39	39
Preferred.....	39	39	39	39	39	39
1st mortgage.....	39	39	39	39	39	39
2d mortgage.....	39	39	39	39	39	39
7s, gold.....	103	103	103	103	103	103
1st M. (La Crosse div.) 105	105	105	105	105	105	105
1st M. (I. and M. div.) 97	97	97	97	97	97	97
1st M. (I. and D. div.) 92	92	92	92	92	92	92
1st M. (C. & D. div.) 103	103	103	103	103	103	103
Consolidated S. F. 93	93	93	93	93	93	93
Chic. & Northwestern 37	37	37	37	37	37	37
Preferred.....	37	37	37	37	37	37
1st mortgage.....	37	37	37	37	37	37
Sinking Fund.....	37	37	37	37	37	37
Consolidated 7s.....	109	109	109	109	109	109
Consol. Gold bonds.....	93	93	93	93	93	93
Do. reg.....	93	93	93	93	93	93
Chic. Rock Isl. & Pac. 99	99	99	99	99	99	99
7s, 1896.....	99	99	99	99	99	99
6s, 1917.....	107	107	107	107	107	107
Olev., Col. C. and Ind. 34	34	34	34	34	34	34
1st mortgage.....	34	34	34	34	34	34
Olev. & Pittsburg guar. 72	72	72	72	72	72	72
7s, Consolidated.....	105	105	105	105	105	105
4th mortgage.....	105	105	105	105	105	105
Olev., P. and Ash. 7s.....	105	105	105	105	105	105
7s, new.....	105	105	105	105	105	105
Col., Chi., & Ind. Cent.....	3	3	3	3	3	3
1st mortgage.....	3	3	3	3	3	3
2d mortgage.....	3	3	3	3	3	3
Del. & Hudson Canal 49	49	49	49	49	49	49
Reg. 7s, 1891.....	49	49	49	49	49	49
Reg. 7s, 1894.....	49	49	49	49	49	49
7s, 1894.....	49	49	49	49	49	49
Del. Lack. & Western 50	50	50	50	50	50	50
3d mortgage.....	50	50	50	50	50	50
7s, Convertible.....	50	50	50	50	50	50
Det., Mon. & Tol. 1st 107	107	107	107	107	107	107
Ut. of Columbia 3-6s.....	77	77	77	77	77	77
Erie Railway.....	9	9	9	9	9	9
Preferred.....	9	9	9	9	9	9
1st mortgage.....	9	9	9	9	9	9
2d mortgage.....	9	9	9	9	9	9
3d mortgage.....	9	9	9	9	9	9
4th mortgage.....	9	9	9	9	9	9
5th mortgage.....	9	9	9	9	9	9
Great Western 1st mort 101	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
Hannibal & St. Joseph 28	28	28	28	28	28	28
Preferred.....	28	28	28	28	28	28
8s, Convertible.....	87	87	87	87	87	87
Hudson River 2d mort.....	111	111	111	111	111	111
Illinois Central.....	74	74	74	74	74	74
Kansas Pacific.....	74	74	74	74	74	74
Lake Shore & Mich. So. 62	62	62	62	62	62	62
Consol. 7s.....	62	62	62	62	62	62
Consol. 7s, reg.....	109	109	109	109	109	109
3d Consolidated.....	98	98	98	98	98	98
Lake Shore Div. bonds 108	108	108	108	108	108	108
Leh. & W.B. 7s, Con 35	35	35	35	35	35	35
Long Dock bonds.....	109	109	109	109	109	109
L'ville & Nash. 7s Cons.....	60	60	60	60	60	60
Michigan Central.....	61	61	61	61	61	61
7s, 1902.....	106	106	106	106	106	106
8s, 1892.....	111	111	111	111	111	111
M. S. and N. Y. 1st, S.F. 110	110	110	110	110	110	110
2d mortgage.....	110	110	110	110	110	110
Morris and Essex 74	74	74	74	74	74	74
1st mortgage.....	74	74	74	74	74	74
2d mortgage.....	74	74	74	74	74	74
7s of 1871.....	95	95	95	95	95	95
7s, Convertible.....	82	82	82	82	82	82
7s, Consolidated.....	83	83	83	83	83	83
N. Y. Cent. & Hud. Riv 106	106	106	106	106	106	106
7s, Sinking fund, 1876.....	106	106	106	106	106	106
6s, Sinking fund, 1885.....	106	106	106	106	106	106
6s, Sinking fund, 1887.....	106	106	106	106	106	106
1st mortgage.....	119	119	119	119	119	119
1st mortgage reg.....	119	119	119	119	119	119
N. York and Harlem.....	119	119	119	119	119	119
Preferred.....	119	119	119	119	119	119
1st mortgage.....	119	119	119	119	119	119
1st mortgage, reg.....	119	119	119	119	119	119

New York Stock Exchange.

Closing Prices for the week ending Jan. 30.

	Th. 24	F. 25	Sat. 26	M. 27	Tu. 28	W. 29
New Jersey.....	155	155	155	155	155	155
N. Y. & H. Haven & Hart 155	155	155	155	155	155	155
North Missouri 1st M. 102	102	102	102	102	102	102
Ohio and Mississippi 7	7	7	7	7	7	7
Preferred.....	7	7	7	7	7	7
2d mortgage.....	7	7	7	7	7	7
Consolidated 7s.....	99	99	99	99	99	99
Consol. Sinking fund 100	100	100	100	100	100	100
Ontario Silver.....	30	30	30	30	30	30
Pacific Mail S. S. Co. 23	23	23	23	23	23	23
Pacific R. R. of Mo.....	102	102	102	102	102	102
1st mortgage.....	102	102	102	102	102	102
2d mortgage.....	88	88	88	88	88	88
Panama.....	120	120	120	120	120	120
Pitts., Ft. W. & Chi. 90	90	90	90	90	90	90
1st mortgage.....	90	90	90	90	90	90
2d mortgage.....	90	90	90	90	90	90
3d mortgage.....	90	90	90	90	90	90
Pullman Palace Car.....	77	77	77	77	77	77
Quicksilver Mining Co.....	15	15	15	15	15	15
Preferred.....	31	31	31	31	31	31
St. L., Alton and T. H.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mort. preferred.....	100	100	100	100	100	100
Income bonds.....	100	100	100	100	100	100
St. L., Iron Mt. & S. 100	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
St. L., Jack. & Chi. 1st.....	4	4	4	4	4	4
St. L., Kan. City & N.....	21	21	21	21	21	21
Tol., P. & War. 1st E.D.....	68	68	68	68	68	68
1st mort., West. Div.....	68	68	68	68	68	68
Union Pacific.....	104	104	104	104	104	104
1st mortgage.....	104	104	104	104	104	104
Land Grant 7s.....	104	104	104	104	104	104
Sinking Fund 8s.....	95	95	95	95	95	95
United States Express.....	47	47	47	47	47	47
Wabash.....	16	16	16	16	16	16
1st mortgage.....	103	103	103	103	103	103
2d mortgage.....	71	71	71	71	71	71
7s, Consolidated.....	78	78	78	78	78	78
St. Louis Division.....	78	78	78	78	78	78
Wells-Fargo Express.....	83	83	83	83	83	83
Western Pacific bonds.....	101	101	101	101	101	101
Western Union Tel.....	77	77	77	77	77	77
7s, S. F. conv., 1900.....	107	107	107	107	107	107

Boston Stock Exchange.

Closing Prices for the week ending Jan. 30.

	Th. 24	F. 25	Sat. 26	M. 27	Tu. 28	W. 29
Atch., Top. and Sab. Fe.....	90	90	90	90	90	90
1st mortgage.....	48	48	48	48	48	48
2d mortgage.....	48	48	48	48	48	48
Land Grant 7s.....	83	83	83	83	83	83
Income 12s.....	120	120	120	120	120	120
Boston and Albany.....	120	120	120	120	120	120
7s, reg.....	79	79	79	79	79	79
6s, 1896.....	79	79	79	79	79	79
Boston and Lowell.....	120	120	120	120	120	120
7s.....	120	120	120	120	120	120
Boston and Maine.....	99	99	99	99	99	99
Boston and Providence.....	109	109	109	109	109	109
Boston, Hart. & Erie 7s 11	11	11	11	11	11	11
Boston Water Power.....	1	1	1	1	1	1
Burl. & Mo. R. L. G. 7s.....	56	56	56	56	56	56
Burl. & Mo. R. in Neb.....	56	56	56	56	56	56
8s, old.....	104	104	104	104	104	104
8s, new.....	103	103	103	103	103	103
Chi., Burl. and Quincy 103	103	103	103	103	103	103
7s.....	109	109	109	109	109	109
8s, new.....	109	109	109	109	109	109
Cin., Sand. and Olev.....	2	2	2	2	2	2
Concord (\$50).....	2	2	2	2	2	2
Connecticut River.....	3	3	3	3	3	3
Eastern.....	3	3	3	3	3	3
Scrip.....	55	55	55	55	55	55
New 3 1/2 Bonds.....	113	113	113	113	113	113
Fitchburg.....	113	113	113	113	113	113
Kan. O., Top. & West.....	61	61	61	61	61	61
1st mortgage.....	61	61	61	61	61	61
Michigan Central.....	61	61	61	61	61	61
Nashua and Lowell.....	75	75	75	75	75	75
Northern, N. H.....	75	75	75	75	75	75
Norwich & Worcester.....	127	127	127	127	127	127
Ogden & Lake Cham 36	36	36	36	36	36	36
Preferred.....	101	101	101	101	101	101

the Treasury Department at Washington were: of Currency, \$3,009,782; special deposit of legal tenders for the redemption of certificates of deposit, \$88,095,000; Coin, \$131,514,596, including of Coin certificates, \$41,566,600.

Government securities have been fairly active, chiefly on investment account, but prices—here as in the London market—have been variable, influenced chiefly by the reports from Washington as to the prospects of pending financial legislation, especially on the Silver question. Monday and Tuesday's transactions indicated a rather sharp decline. At the close on Wednesday the current quotations were as follows:

United States currency sixes, 118½@121½; do. 6s, 1881, registered, 106½@106¾; do. coupon, 106¾@107; do. 1865, new, registered, 102½@103½; do. coupon, 102½@103; do. 1867, registered, 105½@105¾; do. coupon, 105½@105¾; do. 1868, registered, 108@108½; do. coupon, 108½@109¼; do. ten-forties, registered, 107½@107¾; do. coupon, 108½@108¾; do. five per cents, 1881, registered, 104½@104¾; do. coupon, 105½@105¾; do. 4½ per cents, 1891, registered, 103½@103¾; do. coupon, 103½@103¾; do. 4 per cents, 1907, reg., 101@101½; do. small, 102@102½; \$500 and \$1,000, coupon, 101½@102½.

Popular subscriptions to the four per cent funding loan as reported have already reached nearly five millions.

The amount of U. S. bonds held by the Treasurer of the United States as security for the National Bank circulation is \$346,075,050, and \$13,643,000 as security for public deposits.

The outstanding amount of legal tender notes is \$349,943,776. The National bank circulation is now \$319,540,354 of currency notes and \$1,432,120 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$4,521,000.

Less animation has been reported in the market for State bonds which have been quoted more or less unsettled as to values, though at the close showing more firmness in the instance of the more prominent loans, the latest dealings in which were indicative of a somewhat better investment demand. Railway Mortgage loans have been in generally good request with the favorites of the actual interest bearing loans, which were sought after for investment purposes, quoted generally rather stronger in price. And in the line of Railway and Miscellaneous share property the volume of dealings has been much less extensive, checked in part by the reports as to the freight conflict, as between the great trunk lines, and the tenor of the advices from Europe, and Washington, (the latter chiefly in relation to the various Silver projects), which circumstances worked against speculative activity. Monday's transactions were the lightest of the week. Toward the close, business showed a little more life, but the market wound up somewhat unsettled and feverish.

The income of the Government from internal revenues last week was about two millions, and from Customs last week again about 2¼ millions.

Dealings in Gold were to a more liberal aggregate, especially, late in the week, on speculative

account, stimulated, in good part, by the reports and rumors from Washington, relative to the prospect of definite legislative action, on the Silver and other financial questions, pending in Congress. The price was advanced quite promptly on Monday and Tuesday, and left off firmly at about the highest figures of the week. The extremes of the price during the week have been 101½@102½, closing on Wednesday at 102½@102¾ as against 101½ on Wednesday of the preceding week. The specie outflow last week was \$346,750—making the total exports of specie hence since January 1, \$1,398,109 against \$971,491 the same time in the preceding year. The imports of specie at this port last week reached \$11,780, and since January 1st have been \$673,549 as against \$1,246,720 same time in the preceding year. The Customs demand for gold last week reached \$1,657,000 or an average of \$242,833 per day.

Foreign Exchange has been quoted a fraction dearer, on, however, a very moderate business, closing somewhat tamer. Bankers' sixty day bills on London closed on Wednesday at \$4 82¼ @ \$4 83; sight bills on London at \$4 84 @ \$4 85 to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$4,298,575 as against \$5,641,431 the corresponding week of 1877. The week's import entries of Foreign Merchandise at New York included \$1,504,920 of Dry Goods, and \$2,798,655 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were to the very liberal aggregate of \$7,032,948, against \$5,535,160 same week in 1877.

Some increase of demand has been reported for Hardware, Boots and Shoes and Dry Goods, but the general movement has not been remarkably active as yet and has been indicative of irregularity as to values.

Dealings in the leading kinds of domestic produce have been on a restricted scale, with Breadstuffs, Naval Stores, Petroleum, Provisions and Cotton quoted toward the close lower. The foreign advices continue against free export dealings especially in Grain. Foreign merchandise has been moderately sought after and quoted somewhat weaker. Coffee and Sugars cheaper.

Metals have been rather more active but irregular as to price. Eglington Pig Iron quoted at \$24@24 50; Glengarnock \$25@25 50; Coltness \$26 50@27; No. 1 American Pig at \$18@20; No. 2 do. at \$17 50@19; Forge \$16@17; American Rails at works \$33@37. Old Rails \$19. (10,000 to 12,000 tons reported sold at \$19 gold.) Wrought Scrap \$22@23. Steel Rails, on the basis of \$42@48 at mills and delivered. (10,000 tons reported sold on private terms.) Ingot Copper in fair demand on the basis of 17½@17¾ for early delivery and 17¼@18 for forward delivery; sales 250,000 lbs.

At the auction sale of Scranton Coal on Wednesday 50,000 tons sold within the range of \$3 10 @ \$3 60, as against 2.37½@3.10, at the preceding sale, showing a sharp advance.

Ocean freights have been fairly active chiefly in the way of contracts for Breadstuffs, Provisions, Cotton, Petroleum, and general merchandise, but at generally easier rates in the chartering line and for berth room by sail. Liverpool steamer rates at the close for Grain, quoted at 10d. Flour,

at 3s. Provisions, 40s.@50s.; Leather, 60s. Measurement Goods at 22s. 6d.@25s. per ton; Cotton, 1d. per lb. Liverpool, by sail, Cotton, 15-64@1d. Grain, at 7½d.; Flour, 2s. 4½d.; Measurement Goods, 17s. 6d.; Tobacco 30s.; Oil Cake at 20s.@ 22s. 6d. Grain rates on charter hence for Cork and orders left off at 5s. 9d.; for the Continent Grain at 5s. 9d.@6s.; and from Baltimore for Cork and orders, 5s. 9d.@6s. and from Philadelphia at 5s. 9d.@6s.; and from Portland at 6s.@6s. 3d. Refined Petroleum hence for Cork and orders, 4s.@4s. 3d.; for the Continent, 3s. 6d.@4s. for Stockholm at 4s. 6d. Cotton by sail from New Orleans to Liverpool 13-32d.; from Galveston, at 1d; K. Tobacco from New York to Genoa at 37s. 6d. Naval Stores from Wilmington or Charleston for Cork and orders at 3s. 6d.@5s. 3d. Lumber from Brunswick to the River Platte, \$19. Deals from Charleston or Savannah to the United Kingdom at 110s.; Hewn Timber from Doboy to do., at 37s. 6d. Through Provision freights from the West for Liverpool, by steam, 78@88; for the Continent at 85@1 per 100 lbs.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Pacific 1st mort., 73; Canada Southern 1st mort., coupon, 61½; do. reg., 61½; Cleveland and Toledo 7s, S. F., 109½; Buffalo, New York and Erie 1st mort., 1916, 107½; Nashville, Chattanooga and St. Louis 1st mort., 89; Kansas Pacific Inc. No. 16, 9; Cedar Falls and Minnesota 1st mort., 83¾; New York Elevated 1st mort., 81; Toledo, Canada Southern and Detroit 1st mort., 42; New York Central 6s, sub. 104; Louisville and Nashville 2d mort., 84; Quincy and Toledo 1st mort., 81; do. ex. coup., 75; Galveston, Houston and Henderson 1st mort., 79; Galena and Chicago 1st mort., 108¾; Great Western 2d mort., 79½; Nashville and Decatur 1st mort., 92½; Louisiana 7s, consol., 83¼; Missouri 6s, 1888, 105½; do. Fund bonds, 1894, 107¾; Tennessee 6s, new, 38; do. old, 89; Georgia 6s, 103; do. 7s, new, 106½; Missouri 6s, H. and St. J. issue, 1887, 103¾. The latest quotations are: Adams Exp., 100¼@100½; American Exp., 48¼@49; Atlantic and Pacific Telegraph, 19½@20¼; Central Railroad of New Jersey, 15½@16¼; Chicago, Burlington and Quincy, 103½@103¾; Chicago and Alton, 77@78; do. pref., 100½@101½; Chicago and Northwestern 35¼@35½; do. pref., 61¾@62; Chicago, Milwaukee and St. Paul, 37½@37¾; do. pref., 68¼@68¾; Chicago, Rock Island and Pacific, 99@99¾; Cleveland, Columbus, Cincinnati and Indianapolis, 34@—; Cleveland and Pittsburg, 72@72½; Columbus, Chicago and Indiana Central, 2¾@3¾; Delaware and Hudson Canal, 49@49½; Delaware, Lackawanna and Western, 50@50½; Erie, 9½@9¾; do. pref., 22½@24; Hannibal and St. Joseph 11@11½; do. pref., 24¼@25; Illinois Central, 74¼@74¾; Lake Shore and Michigan Southern, 61½@61¾; Michigan Central, 60¼@60½; Morris and Essex, 74¼@75; N. Y. Central and Hudson River, 105½@105¾; New York and Harlem, 140@142; Ohio and Miss., 7½@7¾; Pacific Mail, 22½@23¼; Panama, 118@123; Pittsburg, Ft. Wayne and Chicago, —@88; Quicksilver, 15¼@16¼; do. pref., 30@32; St. Louis, Iron Mountain, and Southern, 6@—; St. Louis, Kansas City and Northern, 4@

—; do. pref., 21½@—; Union Pacific, 67½@68; U. S. Express, 47@47½; Wells-Fargo Express, 83½@84; Western Union Telegraph, 70½@77; Wabash, 15½@16½.

Philadelphia.—Steuenville and Indiana 6s, 95; Philadelphia and Reading 6s, 1844-80, 102¾; do. scrip, 64¾; do. loc. 7s, 65; Pennsylvania Canal 6s, 60; Western Pennsylvania R. R. 6s, 85; West Jersey R. R. 7s, 100; Belvidere Delaware 2d mort., 102¾; Connecting R. R. 6s, 104; Am. S. S. Co. 6s, 75; Harrisburg and Lancaster R. R. 54½; do. 6s, 106¼; United Companies' consol. mort., 6s, 104; West Chester and Philadelphia R. R. 6s, 68½; Northern Pacific pref., 13; Nesquehoning Valley R. R. 47½; Philadelphia and Trenton R. R., 125; West Philadelphia R. R., 60; Central Transp., 32½; Cincinnati 7.30s, 102½; Pittsburg 5s, 81¼; do. 7s, W. L., 105. The latest quotations are: City 6s, 107@107; do. free of tax, 113¼@113½; Pennsylvania State 6s 2d series, 103¾@104¼; do. 3d series, 111@113; do. 5s, new loan 110@111; Philadelphia and Reading, 15¼@15½; do. Gen'l mort. 7s, coup., 101½@102¾; do. reg., 101¾@102¼; do. mort. 6s, 1880, 102½@103; do. 7s, new conv. 53@57; do. 7s, 1893, 110@—; United New Jersey R. R. and Canal Co., 119@120; Pittsburg, Titusville and Buffalo R. R., 6¼@6½; do. 7s, 53@54; Camden and Amboy mort. 6s, 1889, 109½@109¾; Pennsylvania R. R., 29¼@29½; do. 1st mort., 105@105½; do. gen'l mort. coupon, 106¾@107¼; do. reg. 108¾@109¾; do. consol. mort. 6s, reg., 92½@95; Little Schuylkill R. R., 43@45; Morris Canal, 50@56; do. pref., 117@126; Susq. Canal 2@6; do. 6s, 30@—; Schuylkill Nav., 2@6; do. pref., 6½@8; do. 6s, 1882, 65@70; do. 1872, 90@91; Elmira and Williamsport pref., 38½@41; do. 7s, 103@—; do. 6s, 64@70; Lehigh Coal and Navigation, 18¼@18½; do. 6s, 1884, 104½@104¾; do. R. R. loan, 102½@—; do. Gold Loan, 87¼@88½; North Pennsylvania, 37@38; do. 6s, 108½@109; do. 7s, 113@115; do. Gen'l mort. 7s, reg., 104@105; Philadelphia and Erie, 8¾@9; do. 6s, 103½@104¼; do. 7s, 98½@99; Minehill, 48@49; Catawissa 7@8; do. pref., 35½@36; do. new pref., 32@33½; do. 7s, 1900, 106@107; Lehigh Valley, 39¾@40; do. 6s, new coupon, 109@110; do. reg., 109½@109¾; do. 7s, reg., 114½@115½; do. consol. mort., 95¾@96¼; Fifth and Sixth streets (horse), 72@—; Second and Third 74@80; Thirteenth and Fifteenth, 28¼@39; Spruce and Pine, 30@31; Green and Coates, 38@38½; Chestnut and Walnut, 60@63½; Hestonville, 9¾@10; Germantown, 40@—; Union, 65@—; Lombard and South, 10@13.

Baltimore.—Baltimore and Ohio R. R. 1st pref., 96; Virginia and Tennessee 2d mort. 6s, 89; do. 8s, 92½; South Side 2d mort., 73; Canton Co. 6s, gold, 87½; Union R. R. Canton end., 101; Maryland Defense 6s, 108½; Virginia Peellers, 40; Baltimore City 6s, 1900, 113; do. 1890, 112¾; do. 1902, 113½; do. 6s, new, 105¾; Cincinnati 7.30s, 102; Atlantic Coal, 1.80. The latest quotations are: Cincinnati and Baltimore, 7s, 80@93; Wilmington and Weldon 7s, —@100; Wilmington, Columbia and Augusta 7s, 18@33; Richmond and Danville 1st mort., 70@76; Pittsburg and Connelville 7s, 1898, 93@93½; Baltimore and Ohio, 88½@89½; do. 1st pref., 96@97; do. 2d pref., 89@84½; do. 6s, 1880, 101½@102; do.

1885, 105@105; Northern Central 15¼@16½; do. 6s, 1885, 102½@103; do. 6s, 1900, —@101½; do. 6s, 1900, gold, 91½@92; Marietta and Cincinnati 1st mort. 7s, 1892, 84@86; do. 2d mort. 7s, 32½@34; do. 3d mort. 8s, 13¼@15; Central Ohio, 25@28; do. pref. 37@38½; do. 1st mort., 99½@100; Western Maryland 1st mort. 6s, 1890, 98@101; do. 1st mort. guar., —@109½; do. 2d mort. guar., 113@—; do. 3d mort. guar., —@112; do. 2d mort. pref., 59@65; do. 2d mort. guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 89@90; do. 3d mort. 8s, 92@94; Orange and Alexandria 1st mort. 6s, 90@—; do. 2d mort. 6s, 74@76; do. 3d mort. 8s, —@45; do. 4th mort. —@24; Orange, Alex. and Manassas 7s, 58@67; Baltimore 6s, 1884, 109@110; do. 1886, 110@112; do. 1886, new, 110@112; do. 1890, 112@112½; do. 1900, 113@114; do. 1900, new, 111½@—; do. 1902, 113@113½; do. 1902, new, 113@114; do. 6s, exempt, 113@117; do. 1893, —@118; do. 1893, new, 111@—; do. 5s, qrlly., 98@—; do. 5s, new, 105½@106½; Memphis 6s, 33@34; Maryland Defense 6s, 1883, 108½@109; do. 6s, 1890, 108½@—; do. 6s, exempt, 112@113; do. Asylum, 108@108½; do. 5s, 98@—; Virginia consol. 6s, 55½@55¾; do. 2d series, 39½@41; Virginia Consol. coupons, 70¾@70¾; West Virginia def. certifi., 4@4¼; Baltimore City Passenger R. R., 30@33; Baltimore and Catonsville R. R., —@16; George's Creek Coal, —@110; Atlantic Coal, 1.30@1.50; Canton Co., 18@22; do. gold 6s, 85@88; Union R. R., Canton end., 100½@—.

Boston.—Ottawa, Oswego and Fox River Valley 8s, 110¼; Nashua and Rochester 6s, 1892, 92; Old Colony 6s, 1897, 102¾; Boston and Lowell 6s, 1896, 101; Michigan Central 8s, 1890, 91¾; Vermont Central 1st mort., 12; do. 8s, guar., 34; Fitchburg R. R. 6s, 1897, 104¼; Salem and Lowell 6s, 1878, guar., 80; Connecticut and Passumpsic Rivers R. R. pref., 49½; Cheshire R. R. pref., 35¾; Chicago, Iowa and Nebraska R. R., 118; Boston Land, 2½; Massachusetts 5s, 1893, gold, 110; Boston 5s, 1905, gold, 109¾; Cincinnati 7.30s, 1902, 101½; Cook Co., Ill., 7s, 1880, 102½; Hartford 6s, 1893, 110½; Bangor 6s, 1894, 102¾; Lowell 6s, 1890, 110½; St. Louis City 6s, 1880, 102½; Portland 6s, 1907, 104; Duncan Silver Mining Co., 2¾; Ridge, 1½.

United States Four Per Cent Bonds.

Messrs. Fisk & Hatch, the leading dealers, in this city, in United States Bonds, are prepared, as stated in their card, given elsewhere, to supply the new Government bonds, in all denominations, registered or coupon, at the Government subscription rate, or at the current market price, if more favorable to the purchaser. Payment will be received in gold, or its equivalent in currency at the market price of gold at the time. By purchasing the bonds direct from Messrs. Fisk & Hatch, investors will avoid the formality of a subscription and the purchase of gold with which to make payments, and can receive their bonds at once. The fact that a house which enjoys such a high and deserved reputation for business sagacity has so promptly engaged in the negotiation of the loan augurs well for its future popularity. Intending investors would do well to supply themselves with the pamphlet published by Messrs. Fisk & Hatch, containing full information in re-

gard to Government bonds, and which can be had on application at their office, No. 5 Nassau St., New York.

Pennsylvania Railroad.

The Pennsylvania Railroad has made up its statement of business for December sufficiently to be able to give an approximate statement of the traffic, receipts, and expenses for that month and for the year 1877, as compared with the corresponding periods of 1876. During December, 1877, all the lines east of Pittsburg and Erie, when compared with December, 1876, show a decrease in gross earnings of \$241,175, a decrease in expenses of \$68,620, and a decrease in net earnings of \$172,555. For the year 1877, as compared with the year 1876, all the lines east of Pittsburg and Erie show a decrease in gross earnings of \$5,773,915, a decrease in expenses of \$3,052,762, and a decrease in net earnings of \$2,721,153. The lines operated by the Pennsylvania Railroad west of Pittsburg for the year 1877, shows a deficiency in meeting all liabilities of \$461,298. In considering this statement, which represents the traffic returns of the Pennsylvania Railroad for the past year, and gives, we are informed, a close approximation to the figures that will appear in the forthcoming annual report, it is important to remember that the comparison is made with the Centennial year, when the business of the railroad was largely increased by the heavy traffic arising from the Exhibition.

Erie Railway.

The Receiver of the Erie Railway Company has filed in the County Clerk's office his report for November, 1877. His report shows that on November 1 the cash on hand was \$641,332 56, that during the month the receipts were \$2,713,452 80, that the disbursements for the month were \$2,256,404 79, and that there was on hand at the close of the month a cash balance of \$457,048 01. The report further shows that on October 31st, the certificates of indebtedness issued by the receiver amounted to \$1,961,147 18, and that on November 30th, they amounted to \$1,608,916 79—a diminution during the month of \$353,230 39.

Poughkeepsie Bridge Co.

At the annual meeting of the stockholders of the Poughkeepsie Bridge Company, held in New York on the 15th ult., the following directors were elected: A. B. Stone, New York; H. G. Eastman, John F. Winslow, George Innis, Poughkeepsie; George F. Wilson, Providence, R. I.; E. L. Bolles, New York; Homer Ramsdell, Newburgh; J. M. Allyn, Hartford, Conn.; W. Ferguson, New York. At a subsequent meeting of the board, A. B. Stone was re-elected President, H. G. Eastman Vice-President, George Innis Treasurer, George P. Pelton Auditor, and A. W. Cable Secretary.

The U. S. Supervising Inspector General of Steamboats has lately ordered one of Riehle Bros. (Phila. Scale Works) latest improved testing machines to be put up in the Treasury Department at Washington, D. C. It is intended to be the standard machine, and tests made on it will be final in all cases of dispute as to the strength of boiler-plate iron submitted by the manufacturers. Chief Engineer Stratton is also to have of Riehle Bros. wire testing machines at the Navy Yard.

Railroads of the World.

Messrs. A. Chaix & Co., Paris, have recently published their official railway-statistics showing the length of railways in operation in 1876, of which the following is a summary:

EUROPE.

	Miles.
Germany	17,838
Austria	10,768
Belgium	2,169
Denmark	781
Spain	8,594
France	18,390
Great Britain	16,659
Greece	7
Italy	4,767
Holland and Luxemburg	1,174
Portugal	591
Roumania	764
Russia	12,121
Scandinavia	2,769
Switzerland	1,290
European Turkey	952

Total

ASIA.

Caucasus	622
Ceylon	82
India	6,475
Japan	38
Java	162
Asiatic Turkey	249

Total

AFRICA.

Algeria	333
Cape of Good Hope	65
Egypt	947
Mauritius	66
Natal	2
Tunis	37

Total

NORTH AMERICA, CENTRAL AMERICA AND WEST INDIES.

Canada	4,097
Costa Rica	29
Cuba	897
United States	78,508
Honduras	60
Jamaica	27
Mexico	88

Total

SOUTH AMERICA.

Bolivia	59
Brazil	830
Chili	614
Colombia	66
Argentine Republic	982
Peru	960
Paraguay	45
Uruguay	189
Venezuela	8

Total

OCEANICA.

West Australia	40
South Australia	196
Victoria	562
New South Wales	404
Queensland	268
Tasmania	45
New Zealand	238

Total

RECAPITULATION.

Europe	89,129
Asia	7,628
Africa	1,450
America, N. & S.	81,909
Australasia	1,748

Total

The following shows the number of miles per 100,000 inhabitants in several European and American countries:

United States	163	Scandinavia	24
Canada	189	Denmark	24
Uruguay	100	Paraguay	23
Costa Rica	70	Spain	21
Argentine Republic ..	64	Brazil	18
United Kingdom	50	Honduras	17
Chili	49	Italy	16
Belgium	41	Russia	14
Switzerland	33	Mexico	6
Germany	32	Jamaica	5
Peru	32	Bolivia	4
France	31	Colombia	2
Cuba	28	Venezuela	1/2

Finances of Baltimore.

The receipts from all sources from November 1, 1876, to December 31, 1877, (including \$808,334 70 from previous year) were \$12,485,071 51, and the disbursements \$12,181,394 97, leaving a balance in cash of \$308,676 54. The requirements for the current fiscal year are estimated to amount to \$6,016,931 05, and the receipts to \$1,538,245—leaving \$4,478,686 05 to be raised by taxation. This is an increase of \$860,192 49 over the last fiscal year, and is occasioned by decrease of revenue from Baltimore and Ohio Railroad dividend, by increased estimates by defaultment, and also by the fact that, while the levy for last year was for twelve months, the disbursements were for fourteen months. As no provision was made for two extra months there was a necessary increase in the floating debt.

The collector of taxes estimates that the arrears amount to \$2,535,772 17, and the balance of "existing claims" to \$1,342,721 19, leaving an apparent balance of \$1,193,050 93 applicable to current expenses. But this statement cannot be taken as a basis of estimates for the current year, because it is impossible to collect all the arrears of taxes, and the revenue therefrom cannot be estimated. If they could be counted on it would be necessary to provide \$3,285,676, instead of \$4,478,686 05.

The funded and guaranteed debt of the city amounts to \$34,092,965 17, and the productive or interest bearing assets to \$24,835,519 72, leaving the actual indebtedness \$9,257,445 45. The guaranteed debt amounts to \$1,392,000, viz: Western Maryland Railroad Company, \$1,375,000, and Union Railroad Company, \$17,000.

The net amount of funded and guaranteed debt for which the taxpayers are liable for the interest is \$19,741,853 48, an increase over last year of \$2,952,620 57, the annual interest upon which increase is \$182,448. Since the last annual statement the funded debt of the city has increased \$1,021,900, by an issue of \$135,300 of 6 per cent stock of 1900 for the improvement of Jones' Falls and \$886,600 of 1894 five per cent stock for a permanent supply of water from the Gunpowder river. The entire amount of the 5 per cent water stock was taken by the commissioners of finance at par; the 6 per cent stock was sold on the market, realizing \$152,017 75. To the annual interest on these issues of stock, \$52,448, add \$130,000 decrease in dividends from the Baltimore and Ohio Railroad Company, making \$182,448, from which deduct \$50,000, the amount annually saved the city by the conversion of the \$5,000,000 water 1875 six per cent stock into 5 per cent stock, we have the amount \$132,448.

The York and Cumberland Railroad Company bonds guaranteed by the city were paid at maturity, January 1, 1877, and the mortgage on the

read released, thus decreasing the guaranteed debt of the city \$500,000.

The sinking fund for the redemption of the five million loan to the Baltimore and Ohio Railroad Company, due in 1890, now amounts to the sum of \$1,958,623 57, an increase since last report of \$109,745 47.

The sinking fund for redemption of Western Maryland Railroad bonds guaranteed by the city has increased \$8,579, the present value of the fund being \$166,180 59.

From the total of \$34,092,965 17 funded and guaranteed debt must be deducted \$5,983,379 69, viz: water loan, interest paid from water rents, \$5,000,000; park loan, interest paid by city railway companies, \$755,566 25, and cash in bank for redemption of 1875 water stock, \$227,813 44, leaving a balance of \$28,109,585 48. And the city holds productive assets against this to the amount of \$18,852,140 08, and unproductive assets to amount of \$4,889,772 57, omitting the latter from the estimate, the actual funded debt is \$9,257,445 45.

Railroads of Wisconsin.

From the Report of the Railroad Commissioner of Wisconsin we learn that there are sixteen railroad corporations within the State, all but the Fond du Lac, Amboy and Peoria having made reports. The number of miles of road in the State owned by each company is represented by the following table:

	Miles.
Chicago, Milwaukee and St. Paul	685
Chicago and Northwestern	566.58
*Chippewa Falls and Western	10.33
Galena and Southern Wisconsin (narrow gauge)	20
*Green Bay and Minnesota	243.60
*Milwaukee, Lake Shore and Western	146.70
Mineral Point	49
*Madison and Portage	39
*Pine River and Stevens Point (narrow gauge—wooden rail)	16
Prairie du Chien and McGregor (pontoon bridge across Mississippi River)	1 75
*Sheboygan and Fond du Lac	79
Western Union	85.20
West Wisconsin	177.50
*Wisconsin Central	446.50
*Wisconsin Valley	89.90
Total	2,659.06

*Roads wholly in Wisconsin.

The total mileage of the roads is 4,985.26, of which 2,659.06 miles are in the State.

The total capital of the companies is \$100,000,000. The earnings for the year ending September 30th, 1877, are represented by the following table:

Passengers—whole line	\$5,578,662 10
" in Wisconsin	2 447,526 08
Freight—whole line	16,180,946 03
" in Wisconsin	7,188,790 56
Mails, express and all other sources—whole line	1,151,818 39
" in Wisconsin	529,448 09

Totals—whole line

" in Wisconsin

The greatest work accomplished by the commissioner has been with the West Wisconsin Railway, where the bridges were examined and one rebuilt, over Black River, at his recommendation. Some roads have delayed making their reports, which has prevented the completion of the tables, but the general report is a decrease in the amount of business over previous years.

The gross earnings of the Philadelphia and Erie Railroad for the month of December, 1877, were \$257,742 28, the gross expenses \$157,239 03, and the net earnings \$100,503 25. The net earnings for the year 1877, were \$1,123,365

86, against \$1,164,533 25 for the year 1876, a decrease of \$41,167 89.

Debt of Milwaukee, Wis.

The total outstanding indebtedness of the city of Milwaukee, January 1, 1878, was as follows:

Readjustment bonds and scrip.....	\$339,289 25
Water bonds.....	1,600,000 00
General city bonds.....	342,000 00
Dredging bonds.....	1,000 00
City scrip.....	47,592 41
Superior railroad bonds.....	8,000 00
Beloit railroad bonds.....	2,000 00
	\$2,334,881 66

Less scrip due Feb. 1, 1878, money in treasury.....	\$47,592 41
Less Beloit railroad bonds.....	2,000 00
Less Superior railroad bonds.....	3,000 00
	52,592 51

Total indebtedness Jan. 1, 1878.....	\$2,282,289 25
Less estimated balance sinking fund.....	\$90,000 00
Less water bonds held for sinking fund.....	35,000 00
	125,000 00

Actual indebtedness Jan. 1, 1878...\$2,167,289 25

Interest on bonded indebtedness of the city is payable as follows:

Readjustment bonds, 5 per ct. June 1 and Dec. 1	
Water bonds..... 7 per ct. Jan. 1 and July 1	
General City bonds	
\$242,000..... 7 per ct. Jan. 1 and July 1	
General City bonds	
\$100,000..... 7 per ct. June 1 and Dec. 1	

The total assessed valuation of the city for 1877, was \$53,854,126, and on this amount was levied as tax for city and ward purposes exclusive of assessments against lots for sewers and street improvements, the sum of \$986,587 89; levied for state, county and school tax, \$256,055 08—total tax levy, \$1,242,642 97. The amount is \$73,616 53 less than was levied for the same purposes in 1876.

Erie Railway Accounting.

Mr. Edwin D. Worcester, Secretary of the New York Central and Hudson River Railroad Company, has made an affidavit in regard to the Erie Railway litigation, in answer to the affidavits of Alexander Robertson and Charles Barrett, and in support of the affidavit of Stephen Little, auditor of the accounts of Receiver Jewett, of the Erie Railway. Mr. Worcester states that he is perfectly familiar with matters pertaining to railroad accountings, and that he has examined the said Little's affidavit and the statements and accounts therein given, and finds them substantially correct; and that Robertson and Barrett erred in their conclusions, because they selected certain items for consideration, separating them from their necessary connection with other items, instead of considering all together and in their relations to each other. Mr. Worcester then reviews certain decisions of the State Board of Railroad Commissioners in regard to the term "Floating Debt," showing that it does not include current and accruing indebtedness for labor and ordinary supplies; that the statements called for by the law under the head of "Earnings and Cash Receipts and Profit and Loss," constitute a profit and loss account for the year as distinguished from a statement of actual cash transactions; and that the reason the language used in the general railroad act is not more definite is, in his opinion, because

of the fact that when the act was passed, the magnitude and complications of the companies were so small that the amounts receivable for or chargeable against the business of the year would nearly or exactly agree with the amounts received and paid in cash. Isaac P. Chambers, Auditor of the New York Central and Hudson River Railroad Company, also makes affidavit that he is satisfied the affidavit of Auditor Little is correct and completely exposes the errors in the affidavits of Robertson and Barrett.

Portland and Ogdensburg Railroad.

The following statement of the Treasurer, A. W. Hastings, was presented at a meeting of the bondholders of the Vermont Division of the Portland and Ogdensburg Railroad, held at Springfield, Mass., on the 24th ult.:

ASSETS.	
Construction and equipment account, including discount on town and railroad bonds, and interest during construction to date.....	\$4,930,772
Shop stock, machinery, and material on hand.....	30,000
Cash balance, &c.....	49,500
Stock subscriptions due.....	55,500
	\$5,065,772

LIABILITIES.	
Capital stock paid.....	\$1,022,000
First mortgage bonds sold.....	1,457,800
Pledged.....	842,200
Consolidated bonds pledged.....	32,000
Second mortgage bonds pledged.....	149,000
Preference bonds sold.....	94,000
Pledged (preference).....	314,000
Pay rolls, supply bills, &c.....	82,000
Notes and bills.....	404,772
Amount coupons to Nov. 1, 1875.....	234,000
Traffic balance.....	36,000
Balance due agents.....	398,000
Total.....	\$5,065,772

Railways in West Australia.

A correspondent of Herapath's Railway Journal says that there seems to be a good prospect of considerable railway extensions being commenced at an early day in the colony of Western Australia. As yet the only railway open for traffic is the Geraldton and Northampton line. The following lines have during the last few years been projected and surveyed by Mr. Thos. H. J. Browne, C. E., of Perth, the capital of the colony:

1. A railway from the Port of Freemantle, to the Eastern Districts of the Colony, divided into 3 sections, viz: The Swan Valley railway, from Freemantle through Perth to Guildford, at the head of the Swan Navigation, a distance of 18 miles; the Helena Valley railway, from Guildford, in continuation of the Swan Valley line to York, a distance of 49 miles; the Avon Valley railway, forming a north and south junction with the Helena Valley line at York, placing the important towns and districts of York, Beverley, Northam, Newcastle, and Toodyay in communication with each other, and by the Helena Valley line with Perth the capital, and Freemantle the chief seaport of the colony. This line would be 50 miles long.

2. A railway from the southern seaport of the colony, Bunbury, the port of call for whalers, and the output for the chief of the timber trade of the colony to the large agricultural district of Dardanup, and the jarrah timber forests at the foot of the hills enclosing the valley of the Ferguson river, 20 miles long.

3. A railway from the northern seaport of Geraldton to Greenbough Flats, the great grain producing district of the colony; length 18 miles.

It is intended that these railways shall be made as single lines of 8 ft. 6 in. gauge, laid with 30 lb. rails of Vignoles type, on split slab jarrah sleepers, the rails fished at the joints, and secured by dog spikes to the sleepers in the usual way.

In no country of Australasia can railways be made more cheaply than in Western Australia; and the lines above named can not only be made cheaply but quickly, owing to very favorable local conditions.

Mr. Browne, long resident at Perth, has spent several years in maturing plans and estimates for these various works, and his proposals are thoroughly approved by the most influential persons in the colony, as being well suited to the wants of the locality. The estimated cost of all these lines is under £3,000 per mile, and if they are carried out as intended only the most moderate traffic returns would yield a dividend.

Elkton and Delaware Junction Railroad.

At a meeting of the commissioners of the Elkton and Delaware Junction Railroad, held in Baltimore on the 25th ult., it was voted to open books for subscription to the stock at the Baltimore Corn and Flour Exchange on Monday, February 4, shares \$100 each. A committee was also appointed to ask the Legislature for the transfer of the \$58,000 that was assigned by the State to the Elkton and Massey's railroad in 1860, but which project has been abandoned and the money not used. This money is part of the \$1,000,000 subscribed by Maryland to Eastern Shore railroads in 1860, all of which has been used except the portion assigned to the Elkton and Massey's project. The Baltimore Sun, from which the above is obtained, says that the new road, to run from Elkton, Cecil county, Md., to Middletown, Del., thirteen miles, is of vital importance to the trade of Baltimore with the Eastern Shore, as it shortens the distance thirty-one miles, and then adds:

Mr. Pratt, who is vice president of the Philadelphia, Wilmington and Baltimore Railroad Company, says the road will cost from \$150,000 to \$175,000, and the money should be raised here without trouble. He thought that if parties interested in Eastern Shore trade with Baltimore row show disposition to aid the project his company will lend a helping hand. His road would sooner carry traffic forty miles, as now, than thirteen miles over the new route; but the shorter line would make up by doing a greater business. He said some five years ago, when the building of the road was agitated in Baltimore, he offered, for the purpose, to put on the market bonds bearing six per cent. interest indorsed by the Philadelphia, Wilmington and Baltimore Railroad Company, but there were no takers. If the same lukewarmness is shown now he said his company will let the project take care of itself. As an earnest of their desire for the success of the project those of the commissioners present, including Mr. Pratt, each subscribed \$1,000 to the stock.

The Reading branch of the Wilmington and Reading Railroad, extending from Birdsboro to Poplar Neck, in Bucks county, Penn., was sold by auction at the Philadelphia Exchange on the 29th ult. for \$6,000. The sale was made on the suit of F. E. Sampson vs. Geo. Richardson and others, in the United States Circuit Court for the Eastern District of Pennsylvania, and clear of all

incumbrances, subsequent to the lien of a mortgage dated July 6th, 1874.

Railroad Construction in 1877.

The construction of railroads during the past year was smaller than for any year since 1871 with the exception of 1874 and 1875. In 1872 7340 miles of road were constructed; 3883 in 1873; 2,025 in 1874; 1561 in 1875; 2460 in 1876, and 2190 in 1877. California leads the list of the past year with 239 miles constructed, Ohio comes second with 236 miles, and Minnesota third with 210 miles. Fifteen States or Territories, including Alaska, built no road at all, and in Alaska, Arizona, Idaho, Montana and New Mexico no railroads have ever been built. New England built only 119 miles of road during the past year, and the South Atlantic States only 84, the greatest activity being manifested in the Middle States, where 376 miles were built, the North Interior States, including Ohio, Michigan and Indiana, 308 miles, and the Northwest States, comprising Illinois, Wisconsin, Minnesota, Iowa, Missouri, Kansas and Nebraska, where 619 miles of track were laid. About two-thirds of the mileage built last year was in eight States, each of which constructed more than 100 miles. Illinois, which has a larger mileage of railroad built than any other State in the Union, and which for several years has led the country in the amount of additions it has made to its extensive system, built only 38 miles of road in 1877, or but 14 per cent. of the total. A curious fact is that Ohio, which has more non-paying railroads within its limits than any other State in the Union, built more roads in 1877 than during any year before since 1871, came within four miles of leading every other State, and constructed 104 per cent. of the whole amount of track laid. Nearly all Ohio's new lines, however, are local, and aim not at all at the "great through traffic" which has called into being and ruined so many railroads in all parts of the country. Of the 236 miles built by Ohio last year 157 are of narrow gauge and made light and cheap. These narrow gauge roads have this disadvantage, however, that they do not allow the transfer of their rolling stock to other roads of the standard gauge, and hence are unable to seize any opportunity which might offer of extending their business beyond their own limits.

The entire construction of narrow gauge road during the year was unusually large, amounting to no less than 705 miles, or nearly one-third of the total. The building of this class of road is becoming very popular, on account of its cheapness in construction and maintenance, and as economy is now the order of the day, it is probable that the next few years will show a still larger percentage in favor of this sort of line than even the year just closed.

These figures do not give much encouragement to those who are hoping that the country will soon grow and population increase sufficiently to utilize and render profitable the railroads which are now so numerous as to be far in excess of the demands upon them. During the past year, the percentage of increase in railroads was larger than that of the increase of population, and the United States still holds its own as having a larger mileage in proportion to the number of its inhabitants than any other nation. We have now about 80,000 miles of road in this country and a probable population of 45,800,000, which gives 575 persons to support one mile of road and a nominal investment in railroads of \$100 for each individual. In this respect we are far in advance of Europe, which has 3310 inhabitants to support every mile of road, and of even Great Britain and Belgium—countries most fully provided with railroads of any in the Eastern Hemisphere—where there are 1860 and 2283 inhabitants respectively per mile. There is information at hand of very few new projects in railroad building during the present year, though there are a number of unfinished lines on which work is now in progress. Most of these are short roads, however, with the exception of the Southern and Texas Pacific, whose further rapid building will doubtless depend on the action which

Congress is expected soon to take upon them. The Northern Pacific is expected to do little toward completing its great line, and though a number of long Texas lines are only waiting for capital to build them, little is at present anticipated from that quarter. It will need many years of depression in this industry, however, to bring the necessities of the people up to the facilities afforded, and though time will doubtless render profitable most of the roads in the country, stockholders need not expect to reap a very abundant return for their investments at present.—*Boston Journal.*

David Seslar has been elected President, John G. Clemens Vice President and M. C. Adams, Secretary of the Columbus and Miami Valley Railroad Company.

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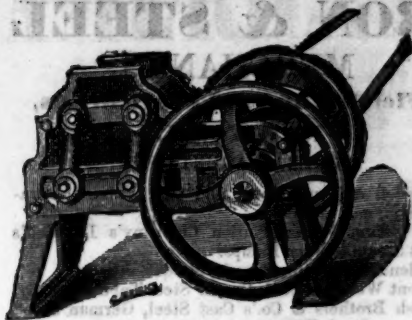
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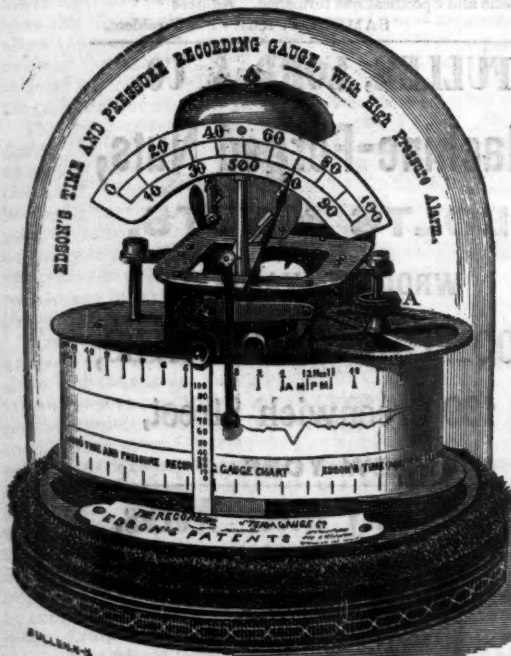
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The Coal Trade.

For the week ending the 19th instant, the total production, as reported by the several carrying companies, amounted to 264,886 tons, against 274,616 tons in corresponding week last year a decrease of 9,730 tons. The total amount of anthracite mined for the coal year in 785,163 tons, against 688,549 tons for same period last year, an increase of 96,614 tons. The quantity of bituminous coal sent to market for the week amounted to 46,628 tons, against 47,745 tons in corresponding week last year, a decrease of 1117 tons. The total amount of bituminous mined for the year is 101,061 tons, against 98,086 tons for corresponding period last year, an increase of 7,975 tons. The total tonnage of all kinds of coal for the week is 311,514 tons, against 322,361 tons in corresponding week last year, a decrease of 10,847 tons. The total tonnage of all kinds of coal for the coal year in 886,224 tons, against 781,635 to same date last year, an increase of 104,589 tons. The receipts at Perth Amboy for the week ending on the 19th instant were 24,193 tons, the shipments 18,452 tons, leaving a stock on hand of 106,987 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week of December was 77,062 tons, of which 59,103 tons were coal, and 17,959 tons coke. The total carried for the year is 4,826,184 tons, of which 3,933,890 tons were coal and 640,408 tons coke. These figures embrace all the coal carried over the road, east and west. The Reading Railroad brought 15,000 tons to Port Richmond whilst 13,000 tons were shipped thence last week. The entire tonnage of the Reading Railroad for the week ending Saturday January 26, was 63,000 tons.—*Phila. Ledger, Jan. 23.*

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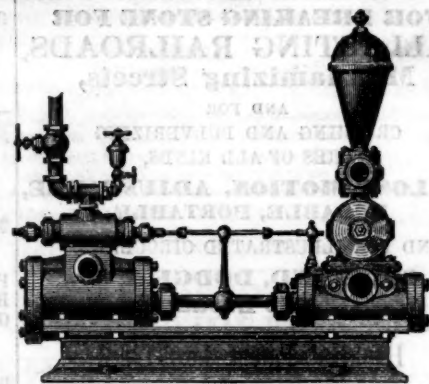
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